Banque DE LA MARTINIQUE

MARTINIQUE, WEST INDIES

1940- only

1881

Banque DE LA MARTINIQUE

MARTINIQUE, WEST INDIES

1940- only

1881

C. R. R. MAR 20 1940

TRANSLATION OF A CONFIDENTIAL LETTER FROM:
BANQUE DE LA MARTINIQUE, FORT DE FRANCE,
dated February 28, 1940.

Kindly inform us if it would be possible for you to have bank note forms prepared for us rapidly. Herewith we hand you a sketch which may be modified in any way which the firm handling the work believes useful in order to give a maximum of security.

It is a matter of notes of Fcs 1,000 each of which we should like 25,000 forms. The paper must be water marked if possible and of the highest quality, very tough. The water mark might be "Banque de la Martinique".

Wou will note in the sketch two white spaces in the top and in the bottom of the framework which are to receive the number of the note already printed in the center. The signatures on the notes will be affixed by us.

We don't suppose that it will be possible to obtain polychrome notes as we believe the Banque de France alone uses this kind of manufacture. The general color might be blue except for the outside margin which should remain white. On both sides the frame could be of a definite blue and the background a pale blue made up by the words "Banque de la Martinique" in very small letters as on our check forms of which we enclose a square.

We should be much obliged if you will tell us how long it will take to obtain this order and how much it will cost. A prompt reply will oblige us.

Yours very truly,

This translation was handed to me by Mr. Claflin, of the French American Banking Corp., 31 Nassau St., when I called upon him after his telephone call 3/4/40.

D 7695

C.T.B. MAR 20 1940

STEEL ~~BANK NOTE, W.L.C.Tint~~

Date March 6,1940 Schedule No. 20613

Model Wanted ~~Urgently~~ Model to ~~C.T.B.~~

Title in full ~~Banque de la Martinique~~

General Description and Style ~~As per our conversation with Mr.Henry R.Treadwell on~~ March 5th.

Denomination
- Words ~~Mille Francs~~
- Numerals 1000
- Quantity ~~25,000~~
- Color Blue

Size:
- Work Size of sketch handed to you 3/5/40
- Trimmed approximately 1/2" longer each way (allowing for 1/4" margin)

Number On

FACE

Text As per sketch handed you

Vignette

Border Stock - Tropical, allegoriaal

Stub:
- Size left to you. Two spaces in top border, two spaces in bottom border for numbers.
- Style

Drawee:
- Titles
- Style

Signatures

Titles Space for two signatures, which will be typed on by the Bank

Numbers Le Directeur Le Caissier

One number in the top center of the note. The last three numerals of the central number to be shown in diagonal spaces in the top and bottom borders. Serial numbers in diagonal spaces in the top and bottom borders.

FACE TINT

Style:
- Cycloid Pattern No.
- Pantograph
- Underlying Name of Bank - W.L.C.tint left to you

Border

Color

BACK

Text Banque de la Martinique. Balance of text as per sketch in your possession

Border

Color Yes Blue

BACK TINT

Style:
- Cycloid Pattern No.
- Pantograph
- Underlying

Border tint left to you

Color

GENERAL REMARKS

Model to be prepared in accordance with our conversation with Mr.H.R.Treadwell on March 5th. ~~Copy of a translation of a letter from the Banque de la Martinique, dated February 28th, attached hereto.~~

Avery

Mr. Claflin

C. P. R.
MAR 20 1940

3/4/40

French American Banking Corp.
31 Nassau Street

Have inquiry from a correspondent which is the official bank of one of the small French territories asking re possibility of having some bank notes prepared in a hurry.

Wants to see someone this morning to discuss the matter and I said someone will call on him.

3/4/40

C. P. R.
MAR 20 1940

Banque de la Martinique.
Fort-de-France. Martinique.
West Indies.

Established - 1851.

Manager: R. Didellot.

Telegraphic address: "Marban" Fort-de-France

London Agents: Comptoir National d'Escompte de Paris.

Branch: Paris. (10 Rue Auber)

	1934.	1936
Notes in circulation:	Frs. 53,784,695.	Frs. 51,164,820 -

Shares: Frs 500.-

Dividends: 1933-4 33 p.c.
1934-35 34 p.c.

Meetings: July.

Above details taken from "Bankers Directory" 1939-1940.

Correspondents in New York City:
French American Banking Corp.
31 Nassau St.

D 8165

FOREIGN DEPARTMENT

No. CTB/IW

Date March 8,1940

REQUEST FOR ESTIMATE

C. P. E. MAR 20 1940

Name: Banque de la Martinique

Country: Martinique, West Indies

Description: Bank Notes

Style — Face: Steel — Tint: Full Major tint — Back: Steel with prismatic tint

Quantity—Denomination: 25,000 - 1000 Franc notes

Engraving: New, stock vignette for face, stock vig. for back

Previous Order Number:

Work Size: 8 3/8 x 4 1/8 "

Kind of Paper: No.29 Standard Scattered Planchette Paper No.170

Overall Size: 8 7/8 x 4 5/8"

Perforating:

Numbering: Single numbering on center face. Last 3 numerals of central number to be shown in diagonal spaces in top and bottom border. Serial numbers in diagonal spaces in top and bottom borders.

Number on Delivered: Single

Gummings:

Binding:

Special Operations:

Previous Orders

Models to be returned to French Am. Bkg Corp. 7 for $300.00 3/19/40

Cost Card No. 21217.

QUOTATION

Date March 18th 1940

Price Quoted Customer

25,000 - 1000 Francs Notes - 8 on. - 25,000 notes $4135.-

Estimated Selling Cost $3595.-

+15% " 539.25

$4134.25

Quotation submitted to French American Banking Corporation. 31 Nassau St. Attn: in letter dated March 18th - 1940

(Order for provisional mdse (lithographed) placed with E. A. Wright Bank Note Co.)

Commission (if any) included — %To

Approved

No commission. See Request for Estimate Sept. 13, 1940.

C. P. H.
MAR 13 1940

March 11, 1940.

Mr. H. R. Treadwell, Vice President,

Bronx Plant.

BANQUE DE LA MARTINIQUE

Will you please let us have a delivery promise on an order now in prospect consisting of 25,000 notes of 1,000 francs of the above. The design for these will be as per the models being prepared on schedule no. 20613, carrying a steel printing on both the face and the back, with full Major tint on the face and appismatic tint on the back. The over all size of each note will be 8-7/8 x 4-5/8 inches and they will be printed on No. 29 Standard Bank Note Scattered Planchette paper No. 170. The numbering will be somewhat out of the ordinary as the notes will carry a full number in the top center of the face, and in the two diagonal corners the last three digits of the central number will be repeated. In the remaining diagonal corners will be the series designation, which will probably change for each 1,000 notes. There will be no number on the back. The notes will be delivered single, packed in the usual manner.

Manager Foreign Department.

JWB:grl

American Bank Note Company
Garrison Ave. & Tiffany St.
New York, N.Y.

OFFICE OF THE VICE PRESIDENT
BRONX PLANT

Ackgd 3/19/40

C.T.B. MAR 14 1940

C. T. R. MAR 20 1940

March 14,1940

Mr. C. T. Blackmore,
Manager, Foreign Department.

re: BANQUE DE LA MARTINIQUE

In answer to your letter of March eleventh in which you ask for a delivery promise on 25,000 Notes of 1000 Francs for the above, we offer the following -

Face die in	4 weeks	after model approved
Face plate in	2 weeks	after die approval
	6 weeks	
Back die in	5 weeks	after model approval
Back plate in	2 weeks	after die approval
	7 weeks	

We can print and deliver the above 25,000 Notes in 8 weeks after approval of face die.

Very truly yours,

W. G. Hadden
Vice President.

WGH/ea

C.P.R.
MAR 20 1940

March 18,1940

French American Banking Corporation
31 Nassau Street,
New York City,N.Y. Attention: Mr.Avery Claflin

Dear Sirs:-

Referring to the conversations which the writer has had the pleasure of having with your Mr. Avery Claflin in connection with the engraving and printing of an issue of bank notes for the Banque de la Martinique, we now beg to submit our quotation and promise of delivery, which we would ask you to be good enough to transmit to your correspondent. We also take pleasure in handing you herewith models we have prepared for the face and for the back of this proposed issue.

For furnishing 25,000 bank notes of the denomination of 1000 Francs,of the same size and design of the models we have prepared, with one steel printing and a prismatic tint on both the face and back of the note, with a single number in the top center of the note, and with the last three numerals of the central number printed in diagonal spaces in the top and bottom borders, with serial numbers printed in diagonal spaces in the top and bottom borders, undated, and with no signatures, delivered cut single and packed for export in tin lined cases, our price is.....$4,135.00 U.S.Currency,F.O.B.New York.

We could have the above mentioned 25,000 notes ready for shipment in twelve (12) weeks after the receipt by us of the approved models.

The models we are submitting for consideration and approval were prepared in accordance with the face and back texts shown on the sketch you gave us, but we have incorporated hand lined steel engraved vignettes to give security to

the notes. In selecting appropriate designs for the vignettes we chose allegorical subjects portraying tropical agriculture, as symbolic of the chief products of Martinique. We believe that the beautiful vignettes we have selected will please the officials of the Banque de la Martinique.

We would print the steel engraved portion of the note, namely the border, tint, vignette and the denominational counters, both for the face and back, in blue, in accordance with the Bank's request. Instead of printing the Bank's name in a microscopic tint in a light blue color, we propose to print it in the prismatic tints shown in the models, thus featuring a polychrome effect, which we hope will appeal to your correspondent.

You will note that in the models the pantograph wording reads "United States of America". If the order for these 25,000 - 1000 Francs notes is placed with us we would, of course, engrave the pantograph tint to read: "Banque de la Martinique."

With regard to using watermarked paper for the notes, we wish to say that we never use watermarks in the bank notes we prepare for two very important reasons. One is,that a watermark weakens the fibers of the paper, and so lessens the wearing quality of the note; and the other is that as a watermark is easily reproduced it gives no real protection against counterfeiting.

We use but one quality of paper in the notes we prepare. It is the best bank note paper obtainable, and it is the same as that used for the notes of this country, excepting that instead of containing silk fibers our paper contains small discs of colored paper, technically known as "planchettes", made for us by the same firm which furnishes the U.S.Government with its bank note paper. Our vast world-wide experience for more than 175 years in the bank note

business has convinced us that that paper is the best suited in every way for bank notes. We enclose herewith a specimen of the paper we use.

In the event of our being honored with this order it will be necessary for us to receive an official order direct from the Banque de la Martinique. Further, that the engravings from which the above work would be printed shall always remain in our custody, to be printed only by us, and that the order would be subject to strikes, accidents and other causes of delay beyond our control.

For your convenience we are sending you this letter in duplicate. If there is any further information you require please do not hesitate to let us know.

Thanking you for having given us the opportunity of bidding on this prospective business, and with the assurance of our best service, we remain,

Yours very truly,

CTB/IW

Manager Foreign Department

Ans 8/30/40

Banque de la Martinique
3/18/40

SPECIMEN

C. P. R.
MAR 20 1940

SPECIMEN

SPECIMEN

SPECIMEN

C. P. R.
MAR 20 1940

March 19,1940

Original by air mail

Banque de la Martinique,
Fort de France,
Martinique,West Indies.

Dear Sirs:-

Through the courtesy of the French American Banking Corporation of this city we have had the pleasure of submitting for your consideration our offer for furnishing 25,000 - 1000 Francs notes for your Bank.

With regard to the price, we wish to say that it is low considering the large size of the notes and the small quantity required,particularly when you consider the superior quality of our work.

We have been pleased to give you a favorable promise of delivery,as you will realize ample time has to be allowed for the preliminary work of engraving the steel plates from which the notes would be printed, if the best results are to be obtained.

The models we prepared for you were designed in accordance with the sketch which was furnished to us. We believe that the effective results of beauty and dignity which we achieved in designing our models will appeal to you and meet with your approval. In the event of your entrusting the preparation of your notes to us we would ask you to be good enough to indicate on the models your approval of them.

We believe that our offer covers all the details of this proposed issue, but there is one point we wish to know about if the order is placed with us, and that is, what is your system of serial numbering, particularly how often the serial numbers would change.

We trust that our offer and models will meet with your entire approval and we look forward with pleasure to serving you in this matter.

If we are favored with the execution of your esteemed order we assure you that it will have our special consideration and attention.

Yours very truly,

Manager Foreign Department

CTB/IW

See 7/18/40

March 19,1940

Mr.Henry R.Treadwell

Vice President

Bronx

C. P. R.
MAR 20 1940

BANQUE DE LA MARTINIQUE

Acknowledgment is hereby made of your letter of March 14th,giving us the promise of delivery on 25,000 notes of 1000 Francs,for the above mentioned bank, for which we thank you.

Manager Foreign Department

CTB/IW

C. T. R. APR 18 1940

Ackgd 4/17/40

FRENCH AMERICAN BANKING CORPORATION

ASSOCIATED BANKS OWNING ENTIRE CAPITAL STOCK:
COMPTOIR NATIONAL DESCOMPTE DE PARIS
GUARANTY TRUST COMPANY OF NEW YORK
THE FIRST NATIONAL BANK OF BOSTON

31 NASSAU STREET
NEW YORK

CABLE ADDRESS: FRENAMBANK

C. T. B. APR 16 1940

IN REPLY PLEASE REFER TO

April 15, 1940

American Bank Note Company
70 Broad Street
New York

Attention of Mr. C. T. Blackmore

Gentlemen:

C. T. R. APR 18 1940

TRANSLATION

We acknowledge receipt of your various letters forwarding us the documentation on the preparation of bank notes, and would ask you to thank the American Bank Note Co. for the propositions it has made us.

The dossier has been transmitted to the French Government and as soon as we get its approval we shall send the order on to you.

In thanking you for the careful attention you have given to this matter, we beg to remain, gentlemen, with the assurance of highest esteem

(IW)

developments.

Yours very truly,

Treasurer.

AC:IF

C. T. R. APR 18 1940

FRENCH AMERICAN BANKING CORPORATION

Acknd 4/17/40

ASSOCIATED BANKS OWNING ENTIRE CAPITAL STOCK:
COMPTOIR NATIONAL DESCOMPTE DE PARIS
GUARANTY TRUST COMPANY OF NEW YORK
THE FIRST NATIONAL BANK OF BOSTON

31 NASSAU STREET
NEW YORK

CABLE ADDRESS: FRENAMBANK

C. T. B. APR 16 1940

IN REPLY PLEASE REFER TO

April 15, 1940

American Bank Note Company
70 Broad Street
New York

Attention of Mr. C. T. Blackmore

Gentlemen:

The Banque de la Martinique has just replied to our letter transmitting a copy of yours dated March 18.

This reply reads as follows:

"Nous vous accusons réception de vos diverses lettres nous remettant la documentation sur la fabrication des billets de banque et vous prions de remercier l'American Bank Note Co. des propositions qu'elle nous a faites.

Le dossier a été transmis au Gouvernement français et sitôt que nous aurons reçu son approbation, nous vous passerons la commande.

En vous remerciant de vos bons soins dans cette affaire, nous vous prions d'agréer, Messieurs, l'assurance de nos sentiments distingués."

We shall be happy to keep you advised of further developments.

Yours very truly,

Treasurer.

AC:IF

FOREIGN DEPT.
A.B.N.CO.
APR 16 1940

C. F. R.
APR 18 1940

April 17,1940

French American Banking Corporation,
31 Nassau Street,
New York,N.Y.

Dear Sirs:-

Attention:Mr. A.Claflin,Treasurer

We beg to acknowledge receipt of your letter of the 15th instant and we thank you for the transcript you gave us of the reply you received from the Banque de la Martinique in connection with your communication to them transmitting our offer for the engraving and printing of their notes, as contained in our letter to you of March 18th.

We appreciate your offer to keep us posted on further developments.

Yours very truly,

Manager Foreign Department

CTB/IW

Ackgd 4/28/40

FRENCH AMERICAN BANKING CORPORATION

ASSOCIATED BANKS OWNING ENTIRE CAPITAL STOCK:
COMPTOIR NATIONAL DESCOMPTE DE PARIS
GUARANTY TRUST COMPANY OF NEW YORK
THE FIRST NATIONAL BANK OF BOSTON

31 NASSAU STREET
NEW YORK

CABLE ADDRESS: FRENAMBANK

C.T.B. 4 C.P.R. APR 24 1940 MAY -2 1940

IN REPLY PLEASE REFER TO

April 23, 1940

American Bank Note Co.
70 Broad Street
New York

Att. Mr. C. T. Blackmore

Gentlemen:

We have received a further letter from the Banque de la Martinique which we quote:

"Nous référant à notre lettre du 10 courant

C.P.R. MAY -2

"Referring to our letter of the 10th instant we beg to inform you that the French Government has taken all dispositions to supply us with bank notes; they thought it unnecessary to let us incur the expense corresponding to the manufacture of bank notes in America.

We kindly ask you to advise the American Bank Note of this and to present our excuses to them for the inconvenience we have caused them.

We are,however,at their disposal to cover the costs incurred in this transaction."

(grl)

We are very sorry this matter did not turn out more profitably for you and will be glad to transmit to the Banque de la Martinique any bill for your expenses which you may care to render.

We hope that an occasion will arise in the future for more profitable collaboration.

Yours very truly,

Treasurer.

AC:IF

Ackgd. 4/25/40

FRENCH AMERICAN BANKING CORPORATION

ASSOCIATED BANKS OWNING ENTIRE CAPITAL STOCK:
COMPTOIR NATIONAL DESCOMPTE DE PARIS
GUARANTY TRUST COMPANY OF NEW YORK
THE FIRST NATIONAL BANK OF BOSTON

31 NASSAU STREET
NEW YORK

CABLE ADDRESS: FRENAMBANK

C.T.B. 4 C.P.R. APR 24 1940 MAY -2 1940

IN REPLY PLEASE REFER TO

April 23, 1940

American Bank Note Co.
70 Broad Street
New York

Att. Mr. C. T. Blackmore

Gentlemen:

We have received a further letter from the Banque de la Martinique which we quote:

"Nous référant à notre lettre du 10 courant nous avons l'honneur de vous informer que le Gouvernement français a pris toutes dispositions pour nous approvisionner en formules de billets de banque; il a jugé inutile de nous laisser engager la dépense correspondant à la fabrication des billets de banque en Amérique.

Nous vous prions d'en faire part à l'American Bank Note et de nous excuser auprès d'elle du dérangement que nous lui avons causé.

Nous restons toutefois à sa disposition pour régler les frais engagés dans cette affaire."

We are very sorry this matter did not turn out more profitably for you and will be glad to transmit to the Banque de la Martinique any bill for your expenses which you may care to render.

We hope that an occasion will arise in the future for more profitable collaboration.

Yours very truly,

Treasurer.

AC:IF

RECEIVED

AMERICAN BANK NOTE COMPANY
70 BROADWAY

FOREIGN DEPT.
A.B.N.CO.

APR 24 1940

FOREIGN DEPT.
A.B.N.CO.

APR 24 1940

APR 24 1940

C.P.R.
MAY -2 1940

May 1st, 1940.

French American Banking Corporation,
31 Nassau Street,
New York, N.Y.

Dear Sirs:-

We acknowledge receipt of your letter of the 23rd ultimo in which you were good enough to transcribe for our information the letter you received from the Banque de la Martinique in connection with the offer we made them for the printing of their bank notes.

We regret to learn, for the reasons they gave, that they are unable at this time to accept our offer to furnish them with the notes which they require. We have hopes, nevertheless, that the bank will, in time, come to realize the advantages which they would derive by issuing steel engraved notes printed on the best quality bank note paper and that they will then avail themselves of our services.

We appreciate the bank's offer to reimburse us for any expense which we went to in preparing the material we submitted to them in connection with this prospective business, and although we did incur an expense in making the models we presented for their approval we will make no charge for the work and we would ask you to please advise them accordingly. We would, however, ask you to be good enough to request the Banque de la Martinique to return the models to us at their early convenience.

We again wish to thank you for having brought this prospective business to our attention and for your courtesies in connection therewith.

Yours very truly,

CTB:grl

Manager Foreign Department.

D 7115

AMERICAN BANK NOTE COMPANY

SUBJECT: BANQUE DE LA MARTINIQUE

Order Entered
By AHL
No. M20613
Date JUN 18 1940.

June 12th, 1940.

MR. C. T. BLACKMORE
~~Mr. E. W. Gullett,~~

Manager Foreign Department.

Attention of _____

A model for Bank Notes

was prepared on Schedule No. 20613 dated 3/6/40

Model was submitted _____

and has never been returned.

H. B. LOGAN
Order Department.

Is order still pending? _____

Shall we cancel Schedule? Yes.

Will model be returned? A request has been made for the return of these models which were sent to the French Govt. at Paris by the Banque de la Martinique

To whom should cost be charged? Foreign Dept.

Fcs 1,000

Models received October 30th 1940 with Banque de la Martinique letter of October 24th 1940.

June 26 - letter to Bronx PLANT

6/18/40.

RECEIVED
JUN 18 1940
J. B. F.

C. P. R.
JUL - 8 1940

July 5, 1940

extract from - W.F. Colclough's Memo. to E.T. Blackmore ..... filed in #930
BANK OF FRANCE

For your information, he mentioned to me the Martinique matter and said he understood we were making notes for them now. I said merely that they had been in communication with us, although I did not think that we were actually making any notes at the moment.

Original via air mail

C.P.R.
JUL 12 1940

DUPLICATE RENT

July 11,1940.

Banque de la Martinique,
Fort de France,
Martinique,West Indies.

Dear Sirs:-

We refer to our letter to you of March 19th and to the offer we submitted to you through the French American Banking Corporation of this city, for furnishing you with 25,000 bank notes of the denomination of 1000 Francs.

The French American Banking Corporation subsequently informed us, at your request, that the French Government had arranged to supply you with your bank notes. Since then conditions in France have changed momentously, so we again wish to place ourselves at your service for the engraving and printing of your bank notes, in their various denominations, and of your drafts, checks, or other forms you may require.

We have already sent you the face and back model for the 1000 Francs note, and upon receipt from you of details relating to the sizes, texts and denominations of any other notes you require we will be pleased to prepare models for the same for your consideration and approval.

Further, upon receipt from you of the quantities needed for each denomination, we will be pleased to furnish you with our quotations on your requirements.

With reference to the models for the 1000 Francs we would appreciate it if you would return them to us, at your convenience, with your observations on the size selected for the notes of that denomination and on the design and general make-up of the models. That would give us some idea as to your wishes and it would enable us to prepare models for the other denominations in a uniform style.

Please be assured that the services of our organization are at your complete disposal if we can be of any assistance to you in any way.

Yours very truly,

Manager Foreign Department

CTB/iw

BANQUE DE LA MARTINIQUE

C.P.R. SEP 14 1940

C.T.B. SEP -3 1940

Translation

Rckd Sept 6/40

Fort-de-France, August 30, 1940.

AMERICAN BANK NOTE COMPANY
70 Broad Street
NEW YORK

Dear Sirs:-

Pursuant to your letter of July 11th, 1940, due to present circumstances, we consider asking you to prepare for us:

50,000 bank notes of 500 francs
250,000 " " " 100 "

We do not see any objection to your using for the two classes the model which you had submitted for the project of note of: 1,000 frs. and which we were unable to have you prepare for the reasons which we gave you.

Enclosed we send you models of sizes (forms) which we would like to have:

Notes of 500 francs : 20 x 11
" " 100 " : 18 x 9

Naturally the colors should be distinct, avoiding the blue tint already used for our denominations of :1,000 francs.

We would be thankful to you to advise us the cost of this order, its date of delivery and to send us as soon as possible a specimen of each note which you propose to supply.

Relative to the quality of paper, we would accept that which you considered in your letter of March 18, 1940 to the FRENCH AMERICAN BANKING.

We send copy of this letter to the said Establishment which will get in touch with you with respect to this business.

Yours etc.

The Director

(signature illegible)

Two

No enclosures for filing

(grl)

Translation

Port-de-France, August 30, 1940.

AMERICAN-FRANK NOTE COMPANY
70 Broad Street,
NEW YORK

FOREIGN DEPT
A.B.N.CO.

Dear Sirs:-

Pursuant to your letter of July 11th, 1940, due to present circumstances, we consider having you to prepare for us:

50,000 bank notes of 500 francs
250,000 " " " 100 "

We do not see any objection to your using for the 500 francs the model which you had submitted for the project of note of 1,000 frs. and which we were unable to have you prepare for the reasons which we gave you.

Enclosed we send you models of sizes (forms) which we would like to have:

Notes of 500 francs : 20 x 11
" " 100 " : 18 x 9

Naturally the colors should be different, avoiding the blue tint already used for our denominations of 1,000 francs.

We would be thankful to you to advise us the cost of this order, its date of delivery and to send us as soon as possible a specimen of each note which you propose to supply.

Relative to the quality of paper, we would accept that which you considered in your letter of March 18, 1940 for the FRENCH AMERICAN BANKING.

We send herewith this letter to the said Establishment which will get in touch with you with respect to this business.

Yours etc.

The Director

(signature illegible)

(rm)

BANQUE DE LA MARTINIQUE

Adresse Télégraphique

MARBAN-FORT-DE-FRANCE

R. C. FORT-DE-FRANCE N° 1334

Fort-de-France le 30 Août *19* 40

C.P.R.
SEP 14 1940

AMERICAN BANK NOTE COMPANY
70 Broad Street
NEW YORK

Messieurs,

Comme suite à votre lettre du II Juillet I940, en raison des circonstances actuelles, nous envisageons de vous demander de nous confectionner :

50.000 formules de billets de 500 francs
250.000 " " I00 "

Nous ne voyons aucun inconvénient, à ce que vous utilisiez pour les deux catégories, le modèle que vous nous aviez soumis pour le projet de billet de : I.000 Frs et que nous n'avons pu vous faire exécuter pour les raisons qui vous ont été indiquées.

Ci-inclus, nous vous adressons des modèles de format que nous aimerions avoir :

billets de 500 francs : 20 x II
" I00 " : I8 x 9

Naturellement les coloris devraient être distincts - en évitant le fond bleu déjà adopté pour nos coupures de : I.000 francs.

Nous vous serions reconnaissant de nous faire connaître le prix de cette fourniture, sa date de livraison et nous faire parvenir le plus tôt possible un spécimen de chaque billet que vous vous proposez de nous fournir.

En ce qui concerne la qualité du papier, nous accepterions celle que vous envisagiez dans votre lettre du I8 Mars I940 à THE FRENCH AMERICAN BANKING.

Nous adressons copie de la présente à cet Etablissement qui prendra contact avec vous, au sujet de cette affaire.

Veuillez agréer, Messieurs, l'assurance de nos sentiments distingués.

Le Directeur,

BANQUE DE LA MARTINIQUE

MARTINIQUE-FORT-DE-FRANCE

AMERICAN BANK NOTE COMPANY
70 Broad Street
NEW YORK

Messieurs,

Comme suite à votre lettre du 11 Juillet 1940, en réponse des circonstances actuelles, nous envisageons de vous demander de nous confectionner :

50.000 formules de billets de 500 Francs
250.000 " " 100 "

Nous ne voyons aucun inconvénient, à ce que vous utilisiez pour les deux catégories, le modèle que vous nous aviez soumis pour le projet de billet de : 1.000 Frs et que nous n'avons pu vous faire exécuter pour les raisons qui vous ont été indiquées.

Ci-inclus, nous vous adressons des modèles de format que nous aimerions avoir :

billets de 500 Francs : 20 x 11
" 100 " : 18 x 9

Naturellement les coloris devraient être distincts - en évitant le fond bleu déjà adopté pour nos coupures de : 1.000 Francs.

Nous vous serions reconnaissant de nous faire connaître le prix de cette fourniture, sa date de livraison et nous faire parvenir le plus tôt possible un spécimen de chaque billet que vous vous proposez de nous fournir.

En ce qui concerne la qualité du papier, nous acceptons celle que vous envisagez dans votre lettre du 15 Mars 1940 à THE FRENCH AMERICAN BANKING.

Nous adressons copie de la présente à qui est Etablissement qui prendra contact avec vous, au sujet de cette affaire.

Veuillez agréer, Messieurs, l'assurance de nos sentiments distingués.

Le Directeur,

RECEIVED
SEP -3 1940

100 f

0,18 x 0,09

C. P. R.
SEP 14 1940

I. C. P. R.
SEP 11 1940

500 F

0,20 x 0,11

C.P.R.
SEP -9 1940

DUPLICATE COPY

September 6,1940

Original via air mail

Banque de la Martinique
Fort-de-France,
Martinique.

Dear Sirs:-

We beg to acknowledge receipt of your esteemed letter of August 30th, for which we thank you.

In accordance with your wishes we will prepare models for bank notes of the denominations of 100 Francs and 500 Francs, which we will send to you for your examination as soon as they are completed, together with our quotation and promise of delivery.

Will you please let us know if the notes are to carry the three signature titles "Le Directeur", "Le Caissier" and "Un Censeur", or if only the first two titles are to be used, as in the models we made for you of a 1000 Francs Note. In either case, do you wish us to place the signature titles close to each other, as in your notes of 25 Francs, or should they be placed in a straight line at the bottom of the note,with as much space between each one as the size of the note will permit?

We have taken note that you wish to receive the models as soon as possible and we will rush the work as much as we can, consistent with good work.

Yours very truly,

CTB/IW

Manager Foreign Department

C.F.B. JAN -3 1941

see 11/19/41

CTB/IW

D 7895

STEEL BANK NOTE - W.L.G.Tint

Date September 13,1940 Schedule No. 20805

Model Wanted As soon as possible Model to C.T.B.

Title in full Banque de la Martinique

General Description and Style In line with model of 1000 Francs note prepared on model schedule No.20613

Denomination
- Words: CENT / CINQ CENTS
- Numerals: 100 / 500
- Quantity:
- Color: Left to us, with the exception of Blue, which we cannot use

Size:
- Work: ~~17.4 x 8.4~~ centimeters / ~~19.4 x 10.4~~ centimeters 19 X 10
- Trimmed: 18 x 9 " / 20 x 11 "

Number On

FACE

Text Banque de la Martinique

~~Cent (Cinq Cents) Francs~~, Payables a vue au porteur

Vignette ~~Allegorical stock vignette. Different for each denomination.~~

Border left to you. Two spaces in top border and two spaces in bottom border for numbers as in model schedule No.20613

Stub:
- Size
- Style

Drawee:
- Titles
- Style

Signatures ~~Space for 3 signatures, which will be typed on by the bank~~

Titles ~~Le Directeur. Un Censeur.~~ Le Caissier.

Numbers ~~One number in top center of the notes.~~ The last three numerals of the central number to be shown in diagonal spaces in the top and bottom borders. Serial numbers in diagonal spaces in the top and bottom borders.

FACE TINT

Style:
- Cycloid Pattern No.
- Pantograph ~~Name of bank and denomination.~~ W.L.G.tint, left to you.
- Underlying

Border

Color

per 11/6/41 per 6/10/41

BACK

Text Banque de la Martinique

L'article 139 du code pénal punit des travaux forcés a perpétuité le contrefacteur.

Border

Color Left to you

Vignette - Ideal head - left to you

BACK TINT

Style:
- Cycloid Pattern No.
- Pantograph ~~Name of bank~~ - Prismatic tint left to you
- Underlying

Border left to you.

Color

GENERAL REMARKS

~~Signature titles and spaces for signatures~~ to be grouped together and spaced as on the 25 Francs note attached hereto. This note to be returned to Foreign Depart, when models completed.

Fr. 25 note returned 4/23/42 with no covering letter

D 8165

FOREIGN DEPARTMENT

No. GWTC/iw

Date Sept. 13, 1940

REQUEST FOR ESTIMATE

C.P.R. OCT 15 1940

Name Banque de la Martinique

Country Martinique N.W. I.

Description Bank Notes

Style — Face Steel Tint Full Major Back Steel with prismatic

Quantity—Denomination

250,000 - 100 Francs notes
50,000 - 500 " "

Engraving New, stock vignette for face, stock vig. for back

Previous Order Number

Work Size approx. 1/4" less than overall size

Kind of Paper 195 Standard Bank Note Scattered Planchette

Overall Size 18 x 9 centimeters and 20 x 11 c.m.

Perforating

Numbering Single on face. Last 3 numerals of central number to be shown in diagonal spaces in top and bottom.

Number on Delivered single

Gumming border. Serial numbers in diagonal spaces in top and bottom borders.

Binding

Special Operations

Previous Orders

Quoted March 18/1940. - 25,000 - 1000 Francs notes - $4,135. - F.O.B.N.Y.
(8 7/8" x 4 5/8" overall) - Lay 8 on.
(E.S Cost $3595. - + 15% = $4135. -)

No order placed - Order for Provisional notes placed with E.A. Wright Bank Note Co.

De Surinaamsche Bank. - Suriname.
Order F10815: 200,000 - 2½ Gulden notes $4.750.00 F.O.B.N.Y.
(4 3/4" x 2 3/4" overall - Lay 28 on.)

Cost Card No. 21217.

QUOTATION

Date Oct. 14/40

Price Quoted Customer

	250,000 100 Francs Notes	50,000 500 Francs Notes	300,000 notes in 2 denominations
Est. Selling Cost	$ 5805. -	$ 3975. -	
+ 15%	" 870. -	" 595. -	$ 11,245 - quoted $11,645 -
	$ 6675 -	$ 4570. -	U.S. cy - Fob ny

See new Request for Estimate October 20, 1940

Commission (if any) included X % To no commission.

Approved

BANQUE DE LA MARTINIQUE

Adresse Télégraphique

MARBAN-FORT-DE-FRANCE

R. C. FORT-DE-FRANCE N° 1334

"BAR AVTON"

Fort-de-France le I9 SEPTEMBRE I940

September 19, 1940.

OCT 14 1940

C. O. R.

OCT 14 1940

Acknd 10/14/40

LE DIRECTEUR

LE CENSEUR

LE CAISSIER

C. O. R.

OCT 14 1940

MERICAN BANK NOTE COMPANY

70 BROAD STREET

NEW YORK

ssieurs,

Nous vous accusons réception de votre lettre du 6 courant relative à notre commande du 30 Août dernier-

Les billets devront porter les signatures du Directeur- d'un Censeur et du Caissier. Il ne nous est pas possible d'ores et déjà de vous en fixer l'emplacement; il nous faudra pour cela avoir votre projet de billet. Toutefois, ces trois signatures devront être placées comme sur nos formules de 25 francs-

Sur la fiche ci-incluse, nous vous donnons la disposition des signatures d'après le porte friffe.

Veuillez agréer, Messieurs, l'assurance de nos sentiments distingués-

Le Directeur,

Translation:

Gentlemen:

We acknowledge receipt of your letter of the 6th instant relative to our order of August 30th.

The notes will carry the signatures of the Director, of a censor (examiner) and of the Cashier. It is not possible for us at this time to give you the location of same; for that we will require your bank note model. However, these three signatures will have to be placed as on our 25 francs form (note).

On the slip enclosed herewith we give you the disposition of the signatures according to the signature apparatus.

Yours very truly,

The Director

(signature)

(grl)

BANQUE DE LA MARTINIQUE

Adresse Télégraphique

MARBAN-FORT-DE-FRANCE

R. C. FORT-DE-FRANCE N° 1334

Fort-de-France le I9 SEPTEMBRE I940

September 19, 1940.

C. O. R.

OCSFP 25 1940

Acknd 10/11/40

"PAR AVION"

AMERICAN BANK NOTE COMPANY

70 BROAD STREET

NEW YORK

Messieurs,

Nous vous accusons réception de votre lettre du 6 courant relative à notre commande du 30 Août dernier-

Les billets devront porter les signatures du Directeur- d'un Censeur et du Caissier. Il ne nous est pas possible d'ores et déjà de vous en fixer l'emplacement; il nous faudra pour cela avoir votre projet de billet. Toutefois, ces trois signatures devront être placées comme sur nos formules de 25 francs-

Sur la fiche ci-incluse, nous vous donnons la disposition des signatures d'après le porte friffe.

Veuillez agréer, Messieurs, l'assurance de nos sentiments distingués-

Le Directeur,

Translation:

Gentlemen:

We acknowledge receipt of your letter of the 6th instant relative to our order of August 30th.

The notes will carry the signatures of the Director, of a censor (examiner) and of the Cashier. It is not possible for us at this time to give you the location of same; for that we will require your bank note model. However, these three signatures will have to be placed as on our 25 francs form (note).

On the slip enclosed herewith we give you the disposition of the signatures according to the signature apparatus.

Yours very truly,

The Director

(signature)

(grl)

BANQUE DE LA MARTINIQUE

FORT-DE-FRANCE

"PAR AVION"

NEW YORK

FOREIGN DEPT. A.B.N.CO.

SEP 25 1940

Messieurs,

Nous vous accusons réception de votre lettre du 6 courant relative à notre commande du 30 Août dernier.

Les billets devront porter les signatures du Directeur- d'un Censeur et du Caissier. Il ne nous est pas possible d'après et déjà de vous en fixer l'emplacement; il nous faudra pour cela avoir votre projet de billet. Toutefois, des trois signatures devront être placées comme sur nos formules de 25 francs-

Sur la fiche ci-incluse, nous vous donnons la disposition des signatures d'après le porte fruits.

Veuillez agréer, Messieurs, l'assurance de nos sentiments distingués-

Le Directeur,

Translation:

Gentlemen:

We acknowledge receipt of your letter of the 6th instant relative to our order of August 30th.

The notes will carry the signatures of the Director, of a censor (examiner) and of the Cashier. It is not possible for us at this time to give you the location of these signatures will have to be placed as on our 25 francs form (note). On the slip enclosed herewith we give you the disposition of the signatures according to the [illegible] forms.

Yours very truly,

The Director

(Signature)

RECEIVED

AMERICAN BANK NOTE COMPANY
FOREIGN DEPARTMENT

C. D. R.
SEP 26 1940

September 25, 1940.

MEMORANDUM

In Re: BANQUE DE LA MARTINIQUE

In connection with the prospective order for the above, amounting to $11,500.-- I telephoned Mr. Rockefeller, Vice President of The National City Bank of New York, who referred me to Mr. Naetzker for information concerning the exchange situation of Martinique.

Mr. Naetzker advised that there is little movement of goods between the United States and that country and that the situation there is not at all attractive. They are orphans at the moment and are having difficulty in finding a market for their products, the mother country being cut off by the British blockade.

Mr. Naetzker said that if he were doing business with Martinique he would insist upon having U.S. dollars in New York and would not extend credit under present circumstances.

E. F. P.

Treasurer.

EFP:grl

C. T. B.
SEP 26 1940

AMERICAN BANK NOTE COMPANY
HUNTS POINT, N. Y.

ENGRAVING DIVISION
OFFICE OF THE MANAGER.

C. P. R.
OCT 15 1940

September 25, 1940

Mr. C. T. Blackmore
Manager, Foreign Department

---

re - 20805 - Banque de la Martinique

In accordance with our telephone conversation I am giving you the following record of vignettes and tints used on the Martinique notes:

100 FACE - V-68882 - New
500 FACE - V-77820 - New

100 - 500 BACKS - V-44281 - used on the following orders:

Brazil	Republica dos Estados Unidos do Brazil	2 back	6/26/99
Chile	El Banco de Concepcion	20 back	7/12/98
Canada	The Bank of Nova Scotia	20 face	9/7/97
Mexico	Banco de Coahuila	100 back	8/27/97

TINTS

100 face	#1141	500 face	#1143
100 back	#1142	500 back	#1144

Arnold Reece
Manager, Engraving Division

AR/MC

C. P. R.
OCT 14 1940

October 11,1940

French American Banking Corporation,

31 Nassau Street,

New York,N.Y.

Dear Sirs:- Attention: Mr. A. Claflin

For your information we enclose herewith copy of our letter of today's date to the Banque de la Martinique, which is self-explanatory.

Yours very truly,

Manager Foreign Department

CTB/iw

DUPLICATE SENT

C. P. R.
OCT 14 1940

October 11,1940

Banque de la Martinique,
Fort-de-France,
Martinique.

Dear Sirs:-

We confirm our letter of September 6th, and we now take pleasure in advising you that under separate cover we are sending you,by air express, the models we have prepared for the faces and backs for your contemplated new issue of bank notes, in the denominations of 100 francs and 500 francs.

The models have been made up in the sizes you gave us in your letter of August 30th, namely 18 x 9 centimeters for the notes of 100 francs, and 20 x 11 centimeters for the notes of 500 francs. The finished notes would be the same as the models, with the exception that the microscopic wording in the pantographic tint which, for modeling purpose, reads "United States of America", would be engraved to read: "Banque de la Martinique".

On the face models we have three signature titles grouped close together in the same form as those on your 25 francs notes, and as mentioned in your letter of September 19th, which we hereby acknowledge. We trust that the spacing will be what you require.

For furnishing 250,000 notes of 100 francs and 50,000 notes of 500 francs, making a total of 300,000 notes in two denominations, in the size and design of the models we are sending you, with one steel printing on the face and

one steel printing on the back, with a prismatic pantograph tint on the face and on the back, using stock vignettes as shown on the models, with a single number in the top center of the face of the note and with the last three numerals of the central number in diagonal spaces in the top and bottom borders; with serial numbers printed in diagonal spaces in the top and bottom borders; undated and with no signatures; printed on our Standard Bank Note paper containing scattered planchettes; delivered cut single and packed for export in tin lined cases, our price is....$11,645.00 U.S.Currency, F.O.B.New York. This price includes the charge for the preparatory work and engravings which, of course, would be eliminated in future reprint orders.

It is our opinion, based on a world wide experience over a long period of years, that, for their adequate protection against counterfeiting, all bank notes should carry one steel printing on the back in addition to a steel printing on the face. Bank Notes printed by lithography, even if made in a combination of colors, have no protection against fraudulent reproduction, for they can easily be reproduced. A lithographed printing can only be considered as an additional protection and then only if it is combined with a steel impression, for it is a well known fact that the only real security value so essential to a bank note consists of a properly executed steel engraving.

In order to keep the cost of the notes as low as possible we have based our offer on using stock vignettes. By a stock vignette we mean one

which we have already engraved and for which we make no additional charge, but we never use the same vignette for any other customer in the same country. The vignettes we selected for the models are particularly beautiful and artistic and they will give adequate protection to your notes.

With regard to the colors, we have shown the face and back of the 100 francs notes in green, and those of the 500 francs notes in brown. We hope these colors meet with your approval, for they match the colors of the prismatic tints.

There are many printing processes and methods of printing,some cheaper than others, but there is only one process which should be used for bank notes and that is the steel engraved process, provided also that the engravings are executed by properly trained bank note engravings.

For the protection of the bank making the issue and for the protection of the people who handle the paper currency, the bank notes should be printed from steel engraved plates, and we trust that in consideration of this that you will give favorable consideration to our offer and that we shall have the honor of executing your esteemed order.

Yours very truly,

CTB/iw

Manager Foreign Department

AE-4B

1

FOR SHIPPER

Banque de la Martinique

file

PAN AMERICAN INTERNATIONAL AIR EXPRESS SERVICE

PAN AMERICAN AIRWAYS SYSTEM

AIRWAYBILL

NOT NEGOTIABLE

No. 625175

I Shipper ..... Address .....

II Consigned to ..... Destination ..... (Herein called "Destination")

III Notify .....

Address .....

(Delivery of the Goods shall be made only to the consignee named in II above unless such consignee be one of the Carriers hereunder, as defined on the back hereof, or its agent or representative, and in that event to the person named in III above, subject to the terms and conditions mentioned and referred to herein.)

No. of Packages and Manner of Packing	Shipper's Description of Articles and Special Marks or Numbers (Herein called the "Goods")	Shipper's Declared Valuations * (U. S. Currency) For Customs	For Carriage	Weight Kilos (Subject to Correction)	Weight Pounds (Subject to Correction)	Volume (Subject to Correction)

*Explain above any excess of Carriage Valuation over Customs Valuation.

1 TO BE CARRIED in the PAN AMERICAN INTERNATIONAL AIR EXPRESS SERVICE, as defined on the back hereof.

(a) From (A) ..... (Departure Point) To (B) ..... (Terminal Point) Via ..... and other scheduled intermediate stopping places

(b) From (C) ..... (Departure Point) To (D) ..... (Terminal Point) Via ..... and other scheduled intermediate stopping places

when and if, and in the number, quantity and condition, the Goods are received by a Carrier at each Departure Point, respectively, and upon arrival of the Goods at each Terminal Point to be there forwarded and consigned for carriage by another transportation agency not a part of the said Pan American International Air Express Service, as contemplated in 2 below, or, if the last named Terminal Point is the Destination to be there delivered as consigned above at the usual place of delivery of the Carrier to Destination, upon prior payment of all unpaid amounts hereunder, and of all duties and other governmental charges, payment of all of which shipper guarantees; and

2 TO BE FORWARDED and consigned (a) at the receiving point to be stated in 2X below by the Company, if other than point (A), provided receipt of the Goods is acknowledged therein by it, and (b) at each Terminal Point (if other than Destination), when and if, and in the number, quantity and condition, the Goods arrive at such Terminal Point, for carriage to the next succeeding Departure Point stated above or to Destination by another transportation agency not a part of the aforementioned service or by such other transportation agency and its connections, or if a contract of carriage cannot be readily obtained from such other transportation agency for continuous carriage by it, or by it and its connections, through to such next succeeding Departure Point or Destination, then to an intermediate point, and likewise at each such intermediate point to be forwarded and consigned for carriage therefrom, and so on once or oftener in succession, until there shall be obtained a contract for the carriage of the Goods by another transportation agency, or by it and its connections, through to such next succeeding Departure Point or to Destination, all subject to the charges and advances (and the prior payment thereof, which shipper guarantees), and the classifications, tariffs, rules, regulations, conditions and schedules of such other transportation agencies and their connections, and to all the terms and conditions of their contracts of carriage, bills of lading and/or receipts, whether or not actually issued.

The carriage and forwarding and consignment for carriage referred to in 1 and 2 above shall be SUBJECT TO THE TERMS, EXCEPTIONS, PROVISIONS AND CONDITIONS STATED AND REFERRED TO ON THE FACE AND BACK HEREOF, whether written, printed, pasted or stamped, including, but not limiting the generality of the foregoing, those contained in Paragraph "2" on the back hereof, with such designations, corrections, insertions and additions by any Carrier as are permitted or contemplated hereunder, all of which are made a part of this Airwaybill, and all of which shall inure to the benefit of each Carrier, and subject to the classifications, tariffs, rates, charges, rules, regulations, conditions and schedules of the Carriers, and to all laws and regulations applicable to the Goods and to the transportation and/or delivery and/or forwarding and consignment for carriage thereof, and subject to the Company's acceptance of the Goods on form 2X below.

(Strike out if Insurance not desired) Shipper requests insurance under Policy referred to below

Check (X) value to be declared to other transportation agencies:

☐ Shipper's Declared Valuation for Carriage | Maximum value not subject to excess value charge ☐

If Goods cannot be forwarded or delivered as consigned: ☐ Abandon; ☐ Return to shipper; ☐ Deliver to .....

The shipper hereby certifies that the foregoing statements of the number of packages and description and valuations of the Goods for customs and for carriage are true and correct, and agrees that the LIABILITY OF THE CARRIERS SHALL IN NO EVENT EXCEED the Shipper's Declared Valuation for Carriage stated above, upon which in part the charges of the Carriers will be fixed, liability for partial loss or damage to be computed on the basis of such declared valuation, and the shipper hereby agrees that all the terms, conditions and provisions stated or referred to in this Airwaybill shall be binding on the shipper and each owner of the Goods or of any interest therein.

Dated at ..... on ..... 19....

Shipper .....

If shipper has requested insurance above, and paragraph 2X has been duly signed by the Carrier named in the first line thereof, this shipment is insured by The Sea Insurance Company, Ltd., in the amount of Shipper's Declared Valuation for Carriage stated above (recovery limited to actual loss), against all risks of physical loss or damage from any external cause whatsoever, except directly or indirectly from legal seizure, war risks or hostilities, under, subject to and in accordance with the terms and provisions of an open policy, a statement of which terms and provisions is available for inspection by the assured. File all claims with Chubb & Sons, Inc., 90 John St., New York, N. Y.

2X Received by PAN AMERICAN AIRWAYS, INC., at ....., on ....., 19...

..... packages, in apparent good order, except as noted hereon, said to contain property of the above description. The Company agrees, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, that the said packages will be forwarded and consigned for carriage by other transportation agencies at the points and under the provisions contemplated in 2 above, and that the said packages, when and if, and in the number, quantity and condition they are received by a Carrier at each Departure Point stated above, will be carried in the Pan American International Air Express Service from such point to the next succeeding Terminal Point stated above, and, where such Terminal Point is Destination, will be there delivered as herein provided.

Six copies signed on behalf of Pan American Airways, Inc. on the above date, and at the above place, all of like tenor, full performance under any one of which shall be a full performance of all obligations under all such copies.

PAN AMERICAN AIRWAYS, INC.

By .....

1X (a) RECEIVED at ..... on ....., 19..... in apparent good order, except as noted hereon, ... packages said to contain property of the above description, which are hereby accepted on behalf of the undersigned and other Carriers, if any, on the route mentioned below, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, for carriage from point (A) to point (B) but not elsewhere in the Pan American International Air Express Service, and for delivery thereat to Consignee, or for forwarding and consignment for carriage as contemplated in 2 above.

..... copies signed on the above date, and at the above place (which is the address of the initial Carrier signing below), all of like tenor, and each of the same validity, one being accomplished the others to stand void.

Initial Carrier .....

1X (b) RECEIVED at ..... on ....., 19..... in apparent good order, except as noted hereon, ... packages said to contain property of the above description, which are hereby accepted on behalf of the undersigned and other Carriers, if any, on the route mentioned below, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, for carriage from point (C) to point (D) but not elsewhere in the Pan American International Air Express Service, and for delivery thereat to Consignee, or for forwarding and consignment for carriage as contemplated in 2 above.

..... copies signed on the above date, and at the above place (which is the address of the initial Carrier signing below), all of like tenor, and each of the same validity, one being accomplished the others to stand void.

Initial Carrier .....

Copyright, 1934, Pan American Airways, Inc.

PREPAID	(All sums specified or referred to below in U. S. currency unless otherwise stated)	COLLECT
$	Carriers' Weight or Volume Charges	$
	Carriers' Valuation Charges	
	Carriers' C. O. D. Return Charge	
	Charges of Other Transp'n Agencies	
	Insurance Premium	
	Shipper's Deposit Account of Disbursements	
$	TOTAL	$

Total Received from Shipper if other than U. S. Currency	C. O. D. — Kind of currency (if other than U. S.) to be remitted to shipper	Amount in U. S. currency to be collected on delivery
(Specify Currency)		$

For Account of Shipper	DISBURSEMENTS (Purpose)	For Account of Consignee
$		$
$	TOTAL	$

$	Due from / to Shipper	Due from Consignee	$
		Equiv. in Local Currency	$

RECEIVED from ..... on ....., 19..... at ..... packages said to contain property as described above value declared by shipper to be ..... Dollars, for carriage to ..... and delivery thereat to ..... subject to the Classifications and Tariffs and to the terms and conditions of the undersigned's Uniform Express Receipt in effect on the date hereof, in lieu of the terms and conditions of the attached Airwaybill.

RAILWAY EXPRESS AGENCY, INCORPORATED,

By .....

TERMS AND CONDITIONS

THE PROVISIONS OF THE CONVENTION OF WARSAW OF THE 12TH OCTOBER, 1929 WHEN APPLICABLE SHALL CONTROL IN LIEU OF SUCH PROVISIONS OF THIS AIRWAYBILL AS ARE INCONSISTENT THEREWITH

1. (a) The term "Company" as used on the face and back hereof shall mean the company named in the first line of 2X on the face hereof.

(b) The term "Carrier" as used on the face and back hereof shall mean the Company and any other company, person, agency or organization which shall have agreed to carry property under the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill and over whose lines the Goods shall be routed in each particular instance, and shall include the agents, representatives, employees and servants of the Company and each such other company, person, agency and organization.

(c) The term "Pan American International Air Express Service" and "Air Express Service" as used on the face and back hereof, respectively, shall mean the transport services (whether or not such services shall be air transport services) and services auxiliary or accessorial thereto, operated by or on behalf of any of the Carriers in which such Carriers shall have agreed to carry property under the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill.

2. Notwithstanding the assumption and/or performance by any of the Carriers of any undertaking to forward and consign the Goods for carriage by any agency or agencies not a part of the Air Express Service, or that any Carrier states a rate through to any point, (even though part or parts of the route are not served by the Air Express Service), or may collect sums in respect of the charges of any such other agency or agencies, or that the Destination is not a point served by the Air Express Service, and notwithstanding any other fact, whether or not of a similar nature or character, or any possible inference, it is agreed that (i) undertakings hereunder to forward and consign the Goods for carriage by other transportation agencies not a part of the Air Express Service shall not be deemed undertakings to carry the Goods, and none of the Carriers shall be liable for any act, default, negligence, or omission of any other such transportation agency or its connections, or its or their failure to provide proper facilities or service, to make connections, or to collect and/or to remit any amount designated by the shipper to be collected on delivery, or for any loss, damage or delay which may occur to the Goods while in its or their custody, and none of the Carriers shall be under any responsibility by virtue of any such undertaking with respect to the Goods subsequent to the forwarding and consignment thereof for carriage by any such agency and prior to the re-delivery of the Goods thereafter to a Carrier, and (ii) any such transportation agency shall be deemed to be acting on behalf of the shipper and/or owner of the Goods and not as agent for, or on behalf or for the account of, any of the Carriers, and (iii) undertakings hereunder to forward and consign the Goods for carriage to Destination by other transportation agencies not a part of the Air Express Service shall not be deemed undertakings to deliver the Goods at such Destination and none of the Carriers shall be liable for any act, default, negligence or omission of any other such transportation agency or its connections with respect to such delivery or its or their failure to make proper delivery of the Goods or for any loss, damage or delay which may result from the misdelivery or nondelivery of the Goods by such transportation agency or its connections, and none of the Carriers shall be under any responsibility whatsoever with respect to the delivery of the Goods at Destination, and (iv) Carriers shall be liable only for the use of reasonable care in the selection of such other transportation agencies, and, (v), no bill of lading contained herein shall be deemed to be a contract for carriage or for any other service with respect to the Goods, prior to the delivery thereof at the Departure Point specified therein to the initial Carrier thereunder or beyond the Terminal Point specified therein, and none of the Carriers shall be responsible under such contract with respect to the Goods prior to such delivery or subsequent to the forwarding and consignment of the Goods, if required, at such Terminal Point for carriage onward therefrom by an agency not a part of the Air Express Service, and (vi) the contract under each bill of lading contained herein is separate and distinct from the contract under each other bill of lading contained herein.

The shipper authorizes any act or any duty in connection with any act, referred to or contemplated in paragraph 2 on the face hereof, to be performed by any agent or correspondent which may be selected by any Carrier. The exercise of only reasonable care shall be required in selecting any such agent or correspondent. Each of the Carriers, and each such agent and correspondent, is authorized in forwarding and consigning the Goods for carriage by any transportation agency or agencies not a Carrier or Carriers as defined above, to select such agency or agencies and their routes, unless such agencies or routes be specified in writing by the shipper, to make all arrangements for such carriage, including the execution and acceptance from any such transportation agency of its bill of lading, contract of carriage or receipt in such form as may be issued by it, with any special clauses or provisions, whether written, printed, pasted or stamped (including provisions limiting the liability of any such transportation agency and/or its connections); to consign the Goods for such carriage without declaration of value or with a declaration of a value not in excess of the carriage valuation declared on the face hereof (irrespective of any authorization by the shipper to declare the Goods at the maximum value not subject to an excess value charge), and in the name of the shipper or in the name of any Carrier or consignor or shipper, and/or in the name of any Carrier or its agent or representative, or the consignee named on the face hereof, as consignee; to consolidate the shipment with other shipments; and to enclose the Goods in other wrappers or containers and separately or with the property of others. In performing any of the aforementioned acts or duties, none of the Carriers or any such agent or correspondent shall be deemed to be acting as, or subject to the responsibilities of, a Carrier, but only as agent for the shipper to perform such acts and duties and shall be required to exercise only reasonable care.

3. Without limitation on any other provision hereof, in the event that the forwarding and consignment of the Goods for carriage by other agencies than the Air Express Service, or carriage in the Air Express Service, according to originally routing instructions, or by customary routes or agencies, will, in the opinion of any of the Carriers, result in delay, or will be impracticable, the Goods may be re-destined by any of the Carriers for carriage by any other route or agency or if, in the opinion of such Carrier, there is no other practicable route or agency, it may place the Goods in storage in the manner and with the effect stated in paragraph 6 below. The Carriers shall not be obligated, however, to re-destine the Goods for carriage by any route or agency other than that stated in such routing instructions, unless such re-destination shall be specifically agreed to by the Company with the shipper, and in the event of any such change pursuant to any such agreement the shipper shall be obligated to pay all additional charges and expenses which may arise by reason thereof.

4. Neither the Company nor any of the Carriers assumes any obligation to transport or deliver the Goods by a certain time or to carry them by any specified aircraft or other conveyance, or over any particular route or routes or to make connections at any point according to any particular schedule. Each of the Carriers is authorized to select, and to deviate from, the route of the shipment, notwithstanding the same is stated hereon, without any liability therefor, and to do all acts on behalf of the shipper including, without limiting the generality of the foregoing, restating Points (A) and (B) and (C) and (D) on the face hereof, which may be necessary or appropriate in connection with or as a result of any such selection or deviation.

5. If in the opinion of any of the Carriers it is necessary to hold the Goods awaiting forwarding, re-forwarding, consignment for carriage, transportation or delivery, such Carrier may store the Goods for the account and at the risk and expense of the shipper and/or owner of the Goods, in any warehouse or other available place, or with customs authorities, and the shipper shall indemnify each of the Carriers against all such risks and expenses.

6. If any of the Carriers (a) shall be unable to forward or consign the Goods for carriage by any agency not a part of the Air Express Service, or (b) shall reasonably conclude that because of the existence of any state of facts, actual or reported, it is or will be unsafe or impracticable to proceed on the route, or in the event of physical necessity or any emergency, then such Carrier may place the Goods in storage at the nearest practicable place in a warehouse or other place of storage, or in the event specified in (b) above forward the Goods by any route or agency to or toward the Destination of the Goods stated on the face hereof, all at the risk and expense of the Goods, the shipper, the consignee and the owner of the Goods. Any such disposition of the Goods shall constitute a valid and final delivery thereof under this Airwaybill, terminating all contracts hereunder and all responsibilities of each of the Carriers upon dispatch of notice thereof to the shipper.

7. Any of the Carriers may deliver the Goods at any place to any transfer agent, for transfer or delivery, and in such case all responsibility of the Carriers shall cease as soon as the Goods come into the custody of any such transfer agent and until they again come into the actual physical custody of one of the Carriers. Any Carrier so delivering the Goods to a transfer agent shall be liable only for the use of reasonable care in the selection of such transfer agent. The transfer, custody or delivery of the Goods by any such transfer agent shall be subject to its rules and regulations and to the provisions of the form of contract, if any, of such transfer agent, whether or not actually issued.

8. If it is necessary to make customs entry of the Goods at any place before the Goods reach Destination, the Goods are hereby consigned at such place to the person named hereon by the shipper as customs consignee, or if none, to the Carrier to such place or point, or to such customs consignee as any of the Carriers may designate (authority so to do, as well as to designate customs clearance point or points, being hereby granted), but as the agent and representative of the shipper and/or owner of the Goods, without responsibility on the part of the Carriers, or any of them, therefor, whether or not any of the Carriers be named or act as such customs consignee. For the purpose of making customs entry of the Goods and fulfilling Government requirements in respect thereof, and for the purpose of such customs entry only, a copy of this Airwaybill, certified by any of the Carriers as correct, shall be deemed an original.

9. If the Destination is point (B) or point (D), in the absence of other arrangements, notice will be sent to the consignee by any ordinary method available to any of the Carriers, of the arrival of the Goods thereat, but none of the Carriers shall be responsible for failure of the consignee to receive such notice. No Carrier shall be obligated to effect delivery of the Goods at the address of the consignee. If packages are stored on the premises of any of the Carriers, a daily storage fee of 1% of the total transportation charges of the Carriers may be assessed commencing five days after arrival of shipment. If the Goods remain uncalled for at Destination, upon expiration of thirty days, any of the Carriers will have the right to sell them, in one or more lots, at public or private sale, without notice, or to return them by any of the Carriers and/or any other transportation agency to point of receipt stated in 1X(a) on the face hereof, and upon arrival there to await instructions of the shipper, for which purposes the shipper hereby expressly gives the Carriers, and each of them, all necessary authority for such sales, or for re-shipment and re-exportation of such shipment. The shipper agrees to pay, in case of such return of the Goods, a return transportation charge equal to the original transportation charge, and all other charges and expenses on account of nonclaimer of shipment. If the shipper shall refuse or neglect to make such payments within fifteen days after such return of the Goods, any of the Carriers is authorized and empowered to dispose of the Goods, or any part thereof, at public or private sale, after giving shipper at the address stated hereon ten days' notice of its intention so to do, and to pay itself and the other Carriers, out of the proceeds of such sale, any and all charges, advances and expenses of the Carriers, and each of them, plus costs of sale, holding any surplus subject to orders of the shipper. A sale of any shipment shall not, however, discharge any liability hereunder to pay any deficiencies.

10. None of the Carriers shall be liable for loss, damage, deterioration, destruction, theft, pilferage, delay or default, misdelivery or nondelivery not caused by the actual negligence of any of the Carriers or of their representatives, correspondents, agents, servants or employees.

11. None of the Carriers shall, notwithstanding negligence on its or their part, or of its or their agents, representatives, correspondents, servants or employees, be liable for any amount in excess of the declared carriage value (in United States of America currency) stated on the face hereof; provided, however, that if under the law governing in any particular case, any of the Carriers shall be exempt from liability, or its liability shall be limited to a lesser sum, then none of the Carriers shall be liable for any amount, or any amount in excess of such lesser sum, respectively. The Carriers may deduct any unpaid charges, advances, damages or other sums to which they, or any of them, may be entitled. None of the Carriers shall be liable for loss of profits, or for consequential or special damages, whether or not any of them had knowledge that such loss or damages might occur.

12. The full charges of the Carriers for carriage of the Goods hereunder, whether prepaid or collect, and any further sums becoming payable to any of the Carriers, and all fees, duties, taxes, charges, advances and payments made or incurred by any of the Carriers (not required hereunder to be borne by any of the Carriers), shall be deemed fully and irrevocably earned whether or not the Goods are lost or damaged or arrive at the Terminal Point specified in the last bill of lading contained herein, or Destination, and shall be due and payable at any stage of the service hereunder.

13. If gross weight, measurement or quantity carried exceeds the weight, measurement or quantity on which charges have been computed, any of the Carriers may collect charges on such excess. Any error in transportation or other charges or in the description or classification herein of the Goods is subject to correction by any Carrier. Should a package or shipment consist of several parcels for more than one person, full charges shall be paid on the parcels for each person as if shipped and consigned as a separate package or shipment. The shipper and/or owner of the Goods shall be jointly and severally liable for all additional amounts.

14. The charges of the Carriers do not include the charges or expenses of any agency not a part of the Air Express Service.

15. Upon delivery of the Goods to any agency not a part of the Air Express Service, any of the Carriers may authorize such agency to collect, prior to delivery of the Goods, and for the account of any one or more of the Carriers, any unpaid charges or advances of, or other sums owing to, any of the Carriers.

16. Any of the Carriers is authorized (but shall not be obligated) to advance any duties, taxes or charges and to make any disbursements with respect to the Goods, and the shipper and owner of the Goods shall be jointly and severally liable for the repayment thereof.

17. None of the Carriers shall be obligated to incur any expenses or advance any money in connection with the forwarding and consignment of the Goods unless the same is previously advanced to the Company by the shipper on demand.

18. In case the shipper shall have requested it so to do on the face hereof, and the Company shall have signed paragraph 2X on the face hereof, the Company as agent for the shipper will arrange for the insurance of the Goods, in the amount of shipper's valuation for carriage stated hereon, under policy or policies referred to on the face hereof. If the shipper shall not so request, the Company shall be under no obligation to arrange for insurance on the Goods on behalf of the shipper, consignee and/or owner of the Goods, and in such event the shipper, consignee and/or owner of the Goods assume all risks except for loss or damage caused by negligence of the Carriers. Any charge made for valuation is an additional charge relating to transportation and not to insurance.

19. If the shipment covered hereby is a C. O. D. shipment, the Company, upon the collection of the amount designated by the shipper to be collected on delivery (such amount to be collected in currency of the United States of America or its equivalent at the time of collection), will remit to the shipper the balance thereof at the rate of exchange on the date of collection remaining after deducting all remittance charges and all unpaid charges of the Carriers and all other sums hereunder. Such balance shall be remitted in such currency as the shipper shall designate, but only when and if, and to the extent, permitted by law.

20. All particulars herein mentioned relating to the Goods, except only the number of packages with the marks thereon, are those declared by the shipper, and none of such particulars (including anything stated as to contents, size, weight, quality, quantity, condition, country of origin, value, and the like, or implied from the character of packages designated) shall constitute, as against the Carriers, or any of them, any part of their description of the Goods as herein receipted for.

21. Without limiting the generality of any other representations by the shipper, the shipper represents that the packages do not contain letters or other mail matter or other goods of any kind whatsoever the carriage of which may be prohibited by any law or governmental regulation.

22. The shipper, consignee and owner shall be jointly and severally liable for all loss, damage, injury or death caused by the Goods if the Goods are by their nature likely to cause loss, damage, injury or death, unless their nature has been fully disclosed by the shipper on the face of this Airwaybill, and such Goods may be abandoned or destroyed at any time without notice or compensation.

23. The Goods at all times that they are in the possession of any of the Carriers shall, to the exclusion of all rights and claims of others than those of the shipper and the Carriers, and each of them, be subject to the instructions of the shipper, which shall not be inconsistent with the rights of any of the Carriers, or with any of the provisions set forth on the face or back hereof.

24. The shipper, consignee and owner of the Goods shall be jointly and severally liable for the payment of, and indemnity of Carriers for, all unpaid charges, advances and disbursements of the Carriers, and all costs, expenses, expenditures, fines, penalties, loss of time, and damages which (a) any of the Carriers may incur or suffer by reason of the illegal, incorrect or insufficient marking, numbering, addressing or packing of packages, or the description of the Goods, or of the absence, delay or incorrectness of any export or import license, or consular, board of health or other required certificate or document or of any improper customs valuation, or incorrect statement of weight or volume, or (b) under the provisions of this Airwaybill are to be borne and paid by the shipper, consignee and/or owner of the Goods; and each of the Carriers shall have a lien on the Goods for the same, and each of them, and no such lien, and no right of any of the Carriers to collect any of the foregoing, shall be in any way affected, or lost or prejudiced, by reason of the acknowledgment of payment, if not actually paid, or by reason of the delivery of the Goods or the surrender of possession of the Goods. Nothing herein contained shall be construed as imposing any obligation or liability upon the Carriers or any of them to remedy or take any other action whatsoever in respect of the illegal, incorrect or insufficient marking, numbering, addressing, packing, valuation or description of the Goods or the incorrect statement of their weight or volume or to impose on them or any of them, any other obligation or liability whatsoever.

25. In case of loss, damage, delay, misdelivery, nondelivery, or failure to collect and/or remit any amount designated by the shipper to be collected upon delivery, notice of claim must be given to one of the Carriers in writing sufficiently describing the Goods in question, the date of the loss or damage, and the nature of the claim, within ten days after delivery of the Goods to the consignee, or in case of non-arrival or nondelivery, within one hundred and twenty days after the Company's signature of 2X on the face hereof. None of the Carriers shall be liable in any suit which may be instituted upon such claim unless such notice shall have, in fact, been so given, and shall not be liable in any event, unless suit shall have been instituted within two years after the date on which such loss or damage was caused. Any of the Carriers shall have the right immediately to inspect any article in respect of which notice of claim has been given.

26. Without limiting any of the other provisions, none of the Carriers shall be liable for any loss, damage or delay directly or indirectly due to war risks or hostilities or the act or restraint of any government or strikes, riots or civil commotions.

ADVERTENCIA! Se exhibe traducción al español de este formulario en las oficinas de los Porteadores en los países de habla española.

Uma traducção desta formula em portuguez está afixada nos escriptorios dos Transportadores em territorio de lingua portugueza.

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Form 5048

$ 800.-C. P. R. FEB 15 1940

ORIGINAL

CERTIFICATE OF INSURANCE No. F954464

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

CHUBB & SON, Managers

No. 1 NEWARK AVENUE — No. 90 JOHN STREET

ty insured
es or riots
sons acting
or expense
es, warlike

American Institute
January, 1940

K87 A61

S. R. & C. C. ENDORSEMENT (Form No. 3-A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage, or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance within the limits of the Continental United States, this insurance is extended to cover damage, theft, pilferage, breakage or destruction of the property insured directly caused by "Vandalism," "Sabotage" and "Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

American Institute
July, 1940
Clauses 10, 11 & 12
August, 1940

WAR RISK INSURANCE (Form No. 3-H) AMENDED

In consideration of premium as agreed to be paid, the shipment described in the Certificate or Special Policy to which the following Clauses are attached is hereby separately insured against war risks subject to the terms and conditions hereinafter set forth.

1. This insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes and peoples in prosecution of hostilities or in the application of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines and stray or derelict torpedoes; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequence of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.
2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.
3. This insurance does not cover any loss or damage caused by or resulting from any of the following causes:
   (a) Commandeering, preemption, requisition or nationalization by the government (de facto or otherwise) of the country to or from which the goods are insured.
   (b) Seizure or destruction under quarantine or customs regulations.
   (c) Capture, seizure, arrest, restraint, detainment or condemnation by the Government of the United States of America, or of any State therein.
4. This insurance shall not attach to the interest hereby insured or to any part thereof
   (a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),
   (b) after being discharged overside from an overseas Vessel at the final port of discharge,
   or
   after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge,
   whichever shall first occur,
   (c) at a port or place of transhipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the oncarrying overseas Vessel.
   In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.
5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, over-carriage, change of voyage, or by any error or unintentional omission in the description of interest, Vessel or voyage, provided the same be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
6. And in case of any loss or misfortune, it shall be lawful and necessary to and for the Assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.
   General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.
8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the attached Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said Certificate or Special Policy. It is agreed, however, that this war risk insurance is a separate contract and (excepting as expressly provided in this clause 8) is not subject to any terms or conditions contained in or endorsed on the Certificate or Special Policy to which it is attached.
9. **Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments which are shipped to or from or transshipped at any port or place outside of the United States, its incorporated territories and its possessions in the Western Hemisphere, are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation by or under the authority of the government of Great Britain or any of its dominions, colonies, possessions or allies, or by any forces acting in co-operation with or under the control of them or any of them; but unless the insured property is condemned this warranty shall not exclude losses otherwise covered by this policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.**
10. **Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments to and from Petsamo and all shipments to, from and via the Mediterranean are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation; but unless the insured property is condemned this Warranty shall not exclude losses otherwise covered by this Certificate or Special Policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of War, or by stranding, sinking, burning or collision, provided such losses would not be covered by a Marine Insurance policy warranted free of claims arising from Capture, Seizure or Detention.**
11. **All shipments to Burma, India, Straits Settlements, Thailand, China, Indo China and Asiatic Russia (U.S.S.R.) are subject to the following Warranty:—**
    Warranted by all Assureds under this insurance that to the best of their knowledge and belief, the goods insured are not consigned to or intended for the Chinese Government or Army and further warranted by each of such Assured that he will not be a party to any arrangement for sale or delivery to the said Government or Army. The term "Assured" as used in the foregoing Warranty shall include all persons claiming under this Certificate or Special Policy, but no information received by any Assured after the goods have been shipped and insured hereunder, and after he has acquired his title to or interest therein shall be set up against such Assured as a breach of the above Warranty.
12. **Shipments to or from ports or places in Germany, Italy or any of its possessions, France or any of its Mediterranean possessions or French Morocco, Danzig, Poland, Denmark, Norway, Holland or Belgium, and all shipments by German, Italian or French flag vessels are excluded from any coverage whatsoever under this Certificate or Special Policy, but goods transhipped to a French Flag vessel are held covered provided information thereof be communicated to this Company as soon as known to the Assured and an additional premium paid if required.**

CHUBB & SON

By B Bertosen

Form 4100 8-40

Printed in U.S.A.

Including War Risk
as per Form Attached

War Risk Only:- Warranted shipped on or before November 9th, 1940 or held covered subject to the terms of the War Risk Open Policy if said policy is in force at the time of shipment.

Made in U.S.A.

37965

Form 5048

$ 800.- C. P. OCT 15 1940

ORIGINAL

CERTIFICATE OF INSURANCE No. F954464

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

New York, N. Y. October 14, 1940

This is to Certify, *That on* the 11th day of October, 1940

Company insured under Policy No. **FO-15090,** *for* **AMERICAN BANK NOTE COMPANY,**

sum of Eight Hundred and 00/100 - *Dollars,*

One (1) package containing 4 Models

Under Deck, Valued at Sum Insured

Air Express (Pan American Airways, Inc.)

and from New York, N. Y., to Fort-de-France, Martinique,

direct or otherwise,

It is understood and agreed that in case of loss the same is payable to the order of **ERICAN BANK NOTE COMPANY,** *on surrender of this certificate, which con-s the right of collecting any such loss as fully as if the property were covered by a d policy direct to the holder hereof, and free from any liability for unpaid premiums.*

Marks and Numbers
Banque de la Martinique.
MS20805

s certificate is subject to all the terms of the open policy, provided, however, that the rights of a bona fide holder of certificate for value shall not be prejudiced by any terms of the open policy which are in conflict with the terms of certificate.

Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the quences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free all consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, lion or insurrection, or civil strife arising therefrom.

Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the of any person or persons taking part in any such occurrence or disorder.

In case of loss or damage please follow instructions on the reverse side of this certificate.

It is hereby agreed that any loss or claim under this Certificate shall be paid at the office of the Company in New York, or at the s of the Agents of the Company, Exchange Buildings, Liverpool, or at the Agency of the Company at port or place of destination, the Company is not represented at port or place of destination, at the nearest Agency amongst those specified in the list on back hereof. Claims to be adjusted according to the usages of Lloyds, but subject to the conditions of the Policy and Contract of Insurance.

NOTICE.—To conform with the Revenue Laws of Great Britain, in order to collect a claim under this Certificate, it must be stamped n ten days after its receipt in the United Kingdom.

valid unless countersigned by W. A. CONNORS or J. M. FLYNN or S. BUCKHOUT or B. BERTOSEN

ntersigned B Bertosen

Chubb & Son *Managers*

Deck shipments are insured:
Against all risks of loss or damage to the merchandise insured howsoever occurring, irrespective of percentage excepting risks excluded by the F. C. & S. (Free of Capture &) and Strikes, Riots and Civil Commotions Warranties appearing elsewhere hereon.
Including (subject to the terms of this policy) all risks covered by this policy from the moment the goods and/or merchandise leave the store, warehouse or factory at initial f shipment (whether in the interior or at the seaboard) while in due course of transit, until safely delivered into store, warehouse or factory at final destination, except on its to the River Plate.
On shipments to the River Plate the risk of fire under this policy shall cease upon arrival at any shed (transit or otherwise), Store, Custom House, or Warehouse, or upon the of ten (10) days subsequent to landing, whichever may first occur.
Including risks of craft to and from the vessel; each lighter, craft or conveyance to be considered as if separately insured. Also to cover any special or supplementary lighterage at tional premium if required. The assured is not to be prejudiced by any agreement exempting lightermen from liability.
The assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the bills of lading and/or charter party. The seaworthiness of the vessel craft as between the assured and assurers is hereby admitted, and the assurers agree that in the event unseaworthiness or a wrongful act or misconduct of shipowner, charterer, gents or servants, shall directly or indirectly, cause loss or damage to the cargo insured by sinking, stranding, fire, explosion, contact with seawater, or by any other cause of the of any of the risks assumed in the policy, the assurers will (subject to the terms of average and other conditions of the policy) pay to an innocent assured the resulting loss. eave to sail with or without pilots, and to tow and assist vessels or craft in all situations and to be towed.
General Average, Salvage, and Special Charges, as per foreign custom, payable according to foreign statement, and/or per York-Antwerp Rules 1890 or 1924 and/or in accordance e contract of affreightment, if and as required.
Provided prompt notice be given the Assurers when such facts are known to the Assured and additional premium be paid if required, it is understood and agreed that in case of hipment in whole or in part by the vessel reported for insurance hereunder, or if the goods be transhipped by another vessel or vessels, or be carried beyond or discharged short ination, or in the event of deviation, or change of voyage, or any interruption or other variation of the voyage or risk beyond the control of the Assured, this insurance shall eless cover the goods until arrival at the final destination named in the declaration or certificate of insurance or until the subject matter insured is no longer at the risk of the l, whichever may first occur. No additional risks (whether of delay or of any other description) are insured under this clause, which is intended merely to continue the insurance e against the same risks named elsewhere in this policy; and if the risks of War, Strikes, Riots or Civil Commotions, or any of these risks, are insured against, the insurance such risks shall not be extended by this clause to cover contrary to any express provision of such insurance.
Where goods are shipped under a bill of lading containing the so-called "Both to Blame Collision" Clause these assurers agree, as to all losses covered by this insurance, to ify the assured for any amount (up to the amount insured) which the assured may be legally bound to pay to the shipowners under such clause. In the event that such liability rted the assured agree to notify the assurers who shall have the right at their own cost and expense, to defend the assured against such claim.

Where the words "including War Risk" are typed in the space below at the time the Certificate is issued, the War Risk Clauses on the back of the Certificate shall attach.

Including War Risk
as per Form Attached

War Risk Only:- Warranted shipped on or before November 9th, 1940 or held covered subject to the terms of the War Risk Open Policy if said policy is in force at the time of shipment.

Made in U.S.A. 37965

When so provided by endorsement on this Special Policy (or Certificate) at the time the same is issued (but not otherwise) the shipment described herein shall be separately insured against war risks subject to the terms and conditions hereinafter set forth.

WAR RISK INSURANCE (Form No. 3-G)

1. This insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes and peoples in prosecution of hostilities or in the application of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines and stray or derelict torpedoes; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequence of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.
2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.
3. This insurance does not cover any loss or damage caused by or resulting from any of the following causes:
   (a) Commandeering, preemption, requisition or nationalization by the government (de facto or otherwise) of the country to or from which the goods are Insured.
   (b) Seizure or destruction under quarantine or customs regulations.
   (c) Capture, seizure, arrest, restraint, detainment or condemnation by the Government of the United States of America, or of any State therein.
4. This insurance shall not attach to the interest hereby insured or to any part thereof
   (a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),
   (b) after being discharged overside from an overseas Vessel at the final port of discharge,
   or
   after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge, whichever shall first occur,
   (c) at a port or place of transhipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the oncarrying overseas Vessel.
   In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.
5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, overcarriage, change of voyage, or by any error or unintentional omission in the description of interest, Vessel or voyage, provided the same be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
6. And in case of any loss or misfortune, it shall be lawful and necessary to and for the Assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.
7. General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.
8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the insurance against marine risks as set forth in this Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said insurance against marine risks. It is agreed, however, that this war risk insurance is a separate contract which (excepting as expressly provided in this clause 8) is not subject to any of the other printed terms or conditions of this Certificate or Special Policy or to any clause or provision stamped or endorsed thereon unless the same refers specifically to war risk insurance.
9. Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments which are shipped to or from or transshipped at any port or place outside of the United States, its incorporated territories and its possessions in the Western Hemisphere, are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation by or under the authority of the government of Great Britain, France or any of their dominions, colonies, possessions or allies; but unless the insured property is condemned this warranty shall not exclude losses otherwise covered by this policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.

Any loss or damage which may happen to the property insured under this certificate shall be reported as soon as the goods are landed or the loss is known or expected, to the agent of the Insurers located at the port of discharge or disaster (see list below). If there be no such agent at or near such port, such notice shall be given to an accredited representative of the Board of Underwriters of New York. *In case of loss or damage, this certificate (or said agent's or representative's inspection and request him to hold a survey and issue a certificate stating the cause and extent of the loss or damage.* If there be no agent of the Insurers at the port of discharge or disaster, nor a representative of the Board of Underwriters of New York, certificate of survey should be obtained from Lloyds agent at destination.

After the foregoing formalities have been complied with, the complete documents (survey report, policy, invoice, bill of lading, letter to carrier and latter's reply) should be sent to the Insured's agents (named below) to enable them to decide as to the liability of the Insurers.

IMPORTANT NOTICE

When cargo is received from the carrier in a damaged condition, in order to save for yourselves or your underwriters, any rights which you may have against the carrier, it is necessary for you to file notice of claim in writing against the carrier before taking delivery of the goods. Claim in writing must be filed with the carrier as soon as the actual loss or damage is known. Filing claim against the carrier will not affect your rights under your insurance policy.

When sending claim papers for collection of any loss under this policy, be sure to attach thereto a copy of your letter to the carrier, also the latter's reply.

AGENCIES OF THE FEDERAL INSURANCE COMPANY, WHERE CLAIMS MAY BE PRESENTED FOR PAYMENT

U. S. A. AND CANADA

NEW YORK.....Chubb & Son, Managers, Head Office—90 John Street
ATLANTA.....Chubb & Son, Managers, Branch Office—1020 Healey Building
CHICAGO.....Chubb & Son, Managers, Branch Office—175 West Jackson Boulevard
JERSEY CITY.....Chubb & Son, 25 Branch Office—Newark Ave.
MONTREAL.....Chubb & Son, Managers, Branch Office—Royal Bank Bldg.
ROCHESTER.....Chubb & Son, Mgrs., Branch Office—1410 Lincoln Alliance Bank Building
BOSTON.....Bott, Dalton & Church, 89 Broad Street
LOS ANGELES.....Sayler-Day Company, 724 South Spring Street
SAN FRANCISCO.....Rathbone, King & Seeley, 114 Sansome Street
SEATTLE.....Bowden, Gazzam & Arnold, Dexter Horton Building
VANCOUVER CITY.....Chas. Gardner Johnson, Ltd., 991 Hastings St. W.
VICTORIA, B. C.....Ritchet Consolidated, Ltd.

UNITED KINGDOM

BELFAST (Surveys only).....James Johnston & Son, 8 Waring Street
LIVERPOOL.....Sea Insurance Co., Ltd., Exchange Buildings
LONDON (Surveys only).....E. 37, Walbrook, London, E.C. 4

EUROPE

AMSTERDAM.....E. S. Orobio de Castro & Zoon
ANTWERP.....Leon Van Peborgh (Fred Jamine—A. Verbaegen) 21 Rue Kipdorp
BARCELONA.....F. Ferrer Romaguera, Fontanella 9
BERLIN.....Willis, Faber & Hubener, Agenturen G.m.b.H., Budapester Strasse, 29 W. 62
BORDEAUX.....Louis Berger, 25, Rue Saint Remi
BREMEN.....F. Reck & Co., Postfach 510
BUDAPEST.....J. W. Thompson-V. Zoltan Utca 8
COPENHAGEN.....Heckscher & Son, Successors, Amaliegade 30
DANZIG.....Borgrams Shipping Co., Ltd., 3 Langer markt, Danzig
DUNKERQUE.....A. Bouberrnad & Co., Rue Jean Bart 464
GENOA.....Amministrazione Mackenzie, Corso Italia 4
GDYNIA.....Bergenske Baltic Transports, Ul. Lazurowa 6/8
GIBRALTAR.....J. Reck & Co., Postfach 510
GOTHENBURG.....Lindahl & Collin, 82 Ostra Hamngatan
HAMBURG.....Carstens & Schuchmann, Neuer Wall 27
HAVRE.....Paul Gibbaln & Place Jules Ferry
ISTANBUL (Surveys only).....A. Gerrisides-Galata, P. Box 1088
KLAIPEDA MEMEL.....Dr. Michael Frankin, Presidento Smetonos al 9
LISBON.....Jones Reeves & Co., Rua do Corpo Santo
MALMO.....Frick & Frick, Ltd., Gustaf Adolfs Torg 4
MALTA.....T. C. Smith & Co., 11a Strada Crestoforo, Valetta
MARSEILLES.....Stephen Gaubert, 7, Rue Paradis
NAPLES.....Holme & Co., Rua da Nova Alfandega
OPORTO.....Rawes & Co., Rua da Nova Alfandega
OSLO.....William Shepherd, Bogstadveien 15
PARIS.....J. A. Saunders, 19, Rue Vivienne
PIRAEUS.....Leigh Busch
REVAL.....E. Sporleder, Ltd., Wilhelmsgatan 10
ROTTERDAM.....W. Ledeboer & Zoon, Coolsingel 105
SALONICA.....A. E. Matthiesen & Son, Bredegrand 2
STOCKHOLM.....Stephen Lynch & Co., Ltd.
SWITZERLAND.....Dr. Carl Otto Case Postale 1971, Neuchatel
TRIESTE.....Edgar Henry Greenham, P.O. Box 438

Sub-Agents:
FIUME.....Fratelli Gerbaz, P.O. Box 313
ZARA.....Luigi Busch
DUBROVNIK.....Narciso Detgel
VOLO.....Henderson & Co.
WARSAW.....Bain & Synowie SP. Zo. O. 16/18, Krak Przedm

AMARAH—Kut, Khorramshahr, Ahwaz, Bahrein, Korreit, Muscat, Dutch Harbor, Bandarabbas, and Linqeh.....Grey, Mackenzie & Co., Ltd.
BAGHDAD.....Stephen Lynch & Co., Ltd.
BANGKOK.....The Mansfield Trading Co., Ltd.
BATAVIA.....Maclaine Watson & Co.
BEYROUT.....J. V. Delbourge & Son, P.O. Box 104
BOMBAY.....Gilanders, Arbuthnot & Co.
Patel House, Churchgate St., Fort

SOUTH AMERICA, MEXICO, CENTRAL AMERICA & WEST INDIES

ACAJUTLA.....E. Barnett, Casilla 360
ANTOFAGASTA (Surveys only).....C. H. Richards, San Martin 38
BAHIA BLANCA.....Duder & Co., Ltd., Rua das Princezas, 20
BUENOS AYRES.....F. B. O'Grady & Co.,
The Sea Ins. Co., Ltd., Avenida R. Saenz, Pena 667
BOGOTA.....Soc. Esrp., Ltd., Avenida de Carro 2550
CALLAO (Surveys only).....H. M. Benavire & Co.
CARTAGENA.....H. L. Tyrer, Calle del Cancel
CARACAS.....The British Trading Company, Apartado 1051, Caracas
CONCEPCION (Surveys only).....Casa Salgado, Casilla 245
CORINTO.....Booker Bros., McConnell & Co., Ltd.
DEMERARA.....Booker Bros., McConnell & Co., Ltd.
ENSENADA (Surveys only).....G. W. Fraskin, Lloyd's Agent
GUATEMALA.....Duggan & Toal, S.A., Lonja Bldg. 924-1527
GUAYAQUIL.....Soc. Comercial Angio Ecuatoriana Ltda., P.O. Box 410
HAVANA.....Gilder, Williamson, Ltda., 344 Calle San Martin
IQUIQUE (Surveys only).....The Mercantile Bank of the Americas, Ltd.
LA GUAIRA.....The British Trading Company, Apartado 1051, Caracas
LIMA.....H. M. Benavire & Co.
MOLLENDO (Surveys only).....Edward M. Cooper, Calle Piedras, 357
MONTE VIDEO.....Wm. J. Donnelly

PANAMA.....D. L. Humber, P.O. Box 11, Panama City
PERNAMBUCO.....John Alfred Thom, P.O. Box 46
PORTO ALEGRE.....Wilson Sons & Co., Ltd., Praca Senador Florencio
RIO DE JANEIRO.....W. S. Cunningham & E. R. Zander
P.O. Box 548, Av. Rio Branco, 111-1° Andar Sala 105
ROSARIO.....A. P. Ferguson
SAN JOSE DE COSTA RICA.....Lyon Hnos & Cia Sucs. Sociedad Anonyma
SAN PAULO.....Brazilian Warrant Agency & Finance Co., Ltd.
P.O. Box 914, Rua Alvares Penteado 25 sobrado 71
SANTOS.....E. Johnston & Co., Ltd., The West Indian Co., Ltd.
TALCAHUANO (Surveys only).....Edward Hyde, Avenida Blanco Encalada 240, Casilla 108
TOCOPILLA (Surveys only).....Charles Wesley Nicholls, Casilla 68
VALPARAISO.....American Foreign Ins. Association
VERA CRUZ.....Rea Hanna, P.O. Box 1910
.....J. H. Drake, Morelos 7, Apartado 116

AFRICA

ALEXANDRIA.....Rodocanachi & Co., P.O. Box 64,
5, Rue de L'Eglise Debbane
ALGIERS.....D. Yemian, 6, Boulevard Baudin
BEIRA.....Manica Trading Co., Ltd., P.O. Box 14
BLOEMFONTEIN.....Parry, Leon & Hayhoe, Ltd.,
P. O. Box 760, Barclay's Bank Bldg.
105 St. Andrew St., Bloemfontein
CAPE TOWN.....Thomson, Watson & Co., Atlas Bld., 52 St. George's St.
CASABLANCA.....Louis Bouchet, 6, Rue Colbert
DAKAR.....Cie Du Niger Francais, 6, Rue Decrest
DURBAN AND PORT NATAL.....J. T. Rennie & Sons,
394, Smith Street
EAST LONDON.....Parry, Leon & Hayhoe, Ltd., Box 120
JOHANNESBURG.....Parry, Leon & Hayhoe, Ltd.,
P.O. Box 2, Marine Chambers, 31, Cambridge Street
KHARTOUM.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 115
LAMU.....Smith Mackenzie & Co., P.O. Box 120
LOURENCO MARQUES.....Smith Mackenzie & Co., P.O. Box 120
MAURITIUS.....Parry, Leon & Hayhoe, Ltd., P.O. Box 793
PORT ELIZABETH.....Ireland, Fraser & Co., P.O. Box 58
.....Smith, Mackenzie & Co., P.O. Box 2101
.....Parry, Leon & Hayhoe, Ltd.,
P.O. Box 185, E. Jetty Street
PORT SUDAN.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
SUAKIN.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
TAMATAVE.....Rollin & De Chanal, B. O. Box 39
TENERIFFE.....Smith, Mackenzie & Co., P.O. Box 92
ZANZIBAR.....Hamilton & Co., P.O. Box 102
WEST NIGERIA (Lagos, Kano, Warri, Port Harcourt, Calabar), GOLD COAST (Accra, Kumasi, Takoradi), DAHOMEY (Cotonou), CAMEROONS (Douala, Victoria, Kribi), FERNANAO PO, (Sta. Isabel), GABBON (Libreville, Port Gentil), SPANISH GUINEA (Bata).

AUSTRALIA AND TASMANIA

SYDNEY.....Alliance Assurance Co., Ltd., 97, Pitt Street
MELBOURNE.....Alliance Assurance Co., Ltd., 416, Collins Street
ADELAIDE.....Alliance Assurance Co., Ltd., 20, Grenfell Street
BRISBANE.....Alliance Assurance Co., Ltd., 70-72, Eagle Street
PERTH.....Alliance Assurance Co., Ltd., 56, St. George's Terrace
HOBART.....Alliance Assurance Co., Ltd., 131, Macquarie Street
LAUNCESTON.....Alliance Assurance Co., Ltd., c/o C. H. Smith & Co.,
Resident Inspectors, Pty., Ltd.

NEW ZEALAND

WELLINGTON.....Alliance Assurance Co., Ltd. 23/25, Grey Street
AUCKLAND.....Alliance Assurance Co., Ltd., 5, O'Connell Street
DUNEDIN.....Alliance Assurance Co., Ltd., Bond Street
CHRISTCHURCH.....Alliance Assurance Co., Ltd., Cashel Street
TIMARU.....Alliance Assurance Co., Ltd., 135, Stafford Street
INVERCARGILL.....Alliance Assurance Co., Ltd., Don St.
NAPIER.....Alliance Assurance Co., Ltd., Hawkes Bay Farmers' Cooperative Co., Ltd.
NEW PLYMOUTH.....Alliance Assurance Co., Ltd., Devon St.
WANGANUI.....Alliance Assurance Co., Ltd., Taranaki & Wyvern
Freeman R. Jackson & Co., Ltd.

INSTRUCTIONS TO CLAIMANTS

C. P. R.
OCT 24 1940

October 23rd, 1940.

Mr. Henry R. Treadwell, Vice President,

Bronx Plant.

Banque de la Martinique.
Model Schedule 20805

Please let us have a promise of delivery on

250,000 notes of 100 francs, and

50,000 notes of 500 francs

in accordance with the models prepared under model schedule No. 20805.

Manager Foreign Department.

CTB:grl

Banque de la Martinique — Fort-de-France, October 24, 1940.

Translation

Air Mail

Cabled Nov. 1/4. Acked 12/24/40

American Bank Note Company,
70 Broad Street,

C. P. R. DEC 26 1940

Dear Sirs:

We acknowledge receipt of your letter of October 11, 1940 relative to the execution of bank notes of 100 and 500 francs. We have also duly received your cover containing the models which you propose to us.

The examination of these designs has occasioned on the part of our Administration Board various observations which we transmit to you.

NOTES OF 500 FRANCS:

We accept the prismatic colors considered.

FACE: The face is to be considerably modified due to the space to be reserved for the signatures which the notes must carry; moreover, it appeared that the value of the note in letters (spelled out) was printed in too small characters. We send you enclosed herewith a counter-design, from which you will kindly inspire yourselves in the making up of the final model. As you will notice on the counter-sketch, we suggest to you to omit the denominational counter carrying the value in figures, and replace it with the value in letters (spelled out) and to inscribe the value in figures in the upper inner angles of the border on the right and left.

We have appreciated the quality of the vignette on the face, which we accept without any modifications.

For the signatures, the spaces indicated on the counter sketch are to be followed strictly, on account of the conformation of the wooden signature block which must be used for the printing of the signatures. The three signatures are cut in only one block and it is impossible for us to modify the relative positions of them. For the numbering of the notes, it will be in order to begin with the alphabet No. 26, that is - the first note will carry the following indications:

A 26 - 001 - 625 001

This system of numbering is identical with that adopted by the Bank of France and which you undoubtedly know.

On account of the clause (text) towards the upper part of the signatures and the inscription of the value of the note written out in large characters, it might be necessary to adopt for the number of the notes figures smaller that those used in your design.

BACK:

The engraving of the back vignette is of beautiful quality, but is not related in any way with La Martinique. Therefore, we ask you to modify it.

Our Administration Board has suggested as vignette for the back the bust of Empress Josephine, photograph of which you will find enclosed herewith. This photograph is that of the statue erected at Fort-de-France. It is unbelievable that you do not possess such a vignette. Upon what terms would it be possible for you to produce it ? What would be the duration of the supplementary work ? and what would be the price of it ?

In case the execution of this work could be possible, in terms of time and price acceptable by us, we would ask you to substitute the head of the Empress for the vignette that you proposed, for the notes of 500 francs as well as those of 100.

If it were not possible to follow this suggestion, we kindly ask you to please substitute for the vignette proposed the one which you had considered for the back of the design of the1000 franc note, which we return to you herewith.

Moreover, we consider bringing to : 100.000 the number of the notes to be manufactured.

NOTES OF 100 FRANCS:

We accept the prismatic colors considered.

The same remarks as those made in connection with the 500 franc note are to be made relative to the design of the 100 franc note. Enclosed herewith we send you a counter-design from which kindly inspire yourselves for the making up of the final model.

FACE: We accept the vignette proposed.

We kindly ask you to omit the denominational counter carrying the value in figures due to the fact that it is necessary to carry over to the spaces indicated on the counter-design the signatures according to regulations. Under these conditions it would be necessary to inscribe the value of the note in figures in the left and right upper angles of the border, as indicated on the counter-sketch.

The numbering of the notes will start with the alphabet 51, that is to say that the first note of 100 francs manufactured will carry the indications:

A 51 - 001 - 1 250 001 -

You will notice that in our counter-design we have considerably reduced the thickness of the border, in order to obtain more room for the inscription of the value in letters (spelled out) and the setting of the signatures.

BACK:

As for the 500 franc note, the vignette proposed is not suitable. It would be well to replace it by that of Empress Josephine, if said vignette can be prepared in conditions of price and time acceptable to us. Incase the preparation of the vignette of Empress Josephine would not be possible, we kindly ask you to substitute for the vignette proposed by you the one which you had considered for the design of the 1000 franc note. In that way, the back vignette would be the same for our 100 and 500 franc notes. We think that in spite of the dimensions of the vignette on the back of the 1000 franc note, the substitution is possible, namely by printing on only one line the clause "l'Article 139 du Code pénal punit des travaux forcés à perpétuité le contrefacteur", by reducing the width of the vignette border.

We mention to you that we consider bringing to : 250,000 to 300,000 the quantity of the 100 frs. notes.to be manufactured.

Summing up, we kindly ask you to advise us urgently, by telegram:

1st) If it is possible to prepare a vignette representing the bust of Empress Jesephine, of which we enclose photograph ? What time will be required for the execution of this engraving ?

2nd) The price for the furnishing of:

100,000 notes of 500 francs, numbered
300,000 - - 100 francs, numbered

3rd) the time of delivery ?

Naturally, the indications which we give you on the sketches of notes are not peremptory and are only intended to guide you in your design; nevertheless we insist on the fact that it is not possible to modify the location of the signatures.

Finally please advise us if it would be possible to have a paper slightly less thick, without détriment to its strength and suppleness.

We return under special cover the various designs.

We would be thankful to you to send us as soon as possible the new models which you will prepare in accordance with our instructions.

Yours etc.

The Director

(signature)

P.S. You will find enclosed herewith: 2 photographs No. 1 and No 2 of the Empress Josephine.
We would wish that the prospective vignette reproduce photo No. 1
Photo no. 2 is intended to furnish supplementary details of the face and costume of the Empress.

(grl)

FOREIGN DEPT. A.B.N.CO. OCT 30 1940

Morceau de l'échantillon du papier que vous nous proposez.—

SPECIMEN

Comme indiqué, serait il possible d'avoir un papier un peu moins épais mais aussi solide et aussi souple.

the sample of paper which you propose to us

SPECIMEN

ated, would it be possible to have
slightly less thick but as strong
e.

C. P. R.
DEC 26 1940

Piece of the sample of paper which you propose to us

S P E C I M E N

As indicated, would it be possible to have
a paper slightly less thick but as strong
and supple.

C. P. R.
DEC 26 1940

BANQUE DE LA MARTINIQUE

Adresse Télégraphique
MARBAN-FORT-DE-FRANCE

R. C. FORT-DE-FRANCE N° 1334

Fort-de-France le 24 Octobre 19 40

C. P. R.
DEC 26 1940

AMERICAN BANK NOTE COMPANY
70 BROAD STREET
NEW YORK.

PAR AVION

Messieurs,

Nous vous accusons réception de votre lettre du II Octobre I940 relative à la fabrication de formules de billets de I00 et 500 Francs. Nous avons bien reçu aussi votre pli contenant les modèles que vous nous proposez.

L'examen de ces projets a donné lieu de la part de nôtre Conseil d'Administration à différentes observations que nous vous transmettons.

FORMULES DE 500 francs -

Nous acceptons les couleurs prismatiques envisagées.

RECTO. Le recto est à modifier sensiblement du fait de l'emplacement à réserver aux signatures dont doivent être revêtus les billets ; de plus, il est apparu que la valeur du billet en toutes lettres était imprimée en trop petits caractères. Nous vous remettons inclus, un contre projet, dont vous voudrez bien vous inspirer pour l'établissement du type définitif. Comme vous le constaterez sur le contre projet nous vous suggérons de supprimer le cartouche portant la valeur en chiffres, de le remplacer par la mention de la valeur en lettres, et d'inscrire la valeur en chiffre dans les angles intérieurs supérieurs de l'encadrement de droite et de gauche.

Nous avons apprécié la qualité de la vignette du recto, que nous acceptons sans modification.

Pous les signatures, les emplacements indiqués sur le contre projet sont à observer strictement, en raison de la conformation du bloc porte griffe qui doit servir à l'impression des signatures. Les trois signatures sont taillées

BANQUE DE LA MARTINIQUE

Adresse Télégraphique
MARBAN-FORT-DE-FRANCE

R. C. FORT-DE-FRANCE N° 1324

Fort-de-France le ..... 19.....

dans un seul bloc et il nous est impossible d'en modifier les positions relatives. Pour la numération des billets, il convien-
-dra de commencer par l'alphabet Nº 26, c'est-à-dire que le premi-
-mier billet portera les indications suivantes :

PAR AVION

A 26 - 00I - 625 00I

Ce système de numération est identique à celui adopté par la Banque de France et que vous devez connaître.

En raison du report vers le haut des signatures et de l'inscription de la valeur du billet en toutes lettres en gros caractères, il y aura probablement lieu d'adopter pour le numéro des billets des chiffres plus petits que ceux utilisés dans votre projet.

VERSO - La gravure de la vignette du verso est de belle qualité, mais n'a aucun rapport avec la Martinique. Aussi, nous vous demandons de la modifier.

Notre Conseil d'Administration a suggéré comme vignette pour le verso, le buste de l'Impératrice Joséphine, dont vous trouverez ci-inclus une photographie. Cette photographie est celle de la statue érigée à Fort-de-France. Il est vraisemblable que vous ne possédez pas une vignette semblable. A quelles conditions vous serait-il possible de la faire établir? Quelle serait la durée du travail supplémentaire? et quel en serait le prix?

Dans le cas où l'exécution de ce travail serait possible, dans des conditions de temps et de prix acceptables par nous, nous vous demanderions de substituer la tête de l'Im-
-pératrice à la vignette que vous proposiez, tant pour les bil-
-lets de 500 que pour ceux de I00.-

S'il n'était pas possible de donner suite à cette suggestion, nous vous prions de bien vouloir substituer à la vignette proposée celle que vous aviez envisagée pour le verso du projet de billet de I.000 francs, que nous vous retournons ci-joint.

Par ailleurs, nous envisageons de porter à : I00.000 le nombre des billets à fabriquer.

FORMULES DE I00 Francs - Nous acceptons les couleurs prismatiques envisagées.

Les mêmes.....

BANQUE DE LA MARTINIQUE

Adresse Télégraphique

MARBAN-FORT-DE-FRANCE

R. C. FORT-DE-FRANCE N° 1334

Fort-de-France le 19

Les mêmes remarques que celles formulées pour le billet de 500 francs, sont à faire pour le projet de billet de I00 francs. Ci-inclus, nous vous adressons un contre projet dont vous vou-drez bien vous inspirer pour l'établissement du type définitif.

RECTO - Nous acceptons la vignette proposée.

Nous vous demandons de supprimer le cartouche por-tant la valeur en chiffre en raison du fait qu'il y a lieu de reporter obligatoirement aux emplacements indiqués sur le con-tre projet les signatures règlementaires. Dans ces conditions il y aurait lieu d'inscrire la valeur du billet en chiffre dans les angles gauche et droit supérieurs du cadre, tel qu'indiqué sur le contre projet.

La numération des billets commencera à l'alphabet 5I, c'est-à-dire que le prëmier billet de I00 francs fabriqué portera les indications :

A 5I - 00I - I 250 00I -

Vous remarquerez que dans notre contre projet, nous avons réduit sensiblement l'épaisseur de l'encadrement, de manière à obtenir plus de place pour l'inscription de la valeur en toutes lettres et l'apposition des signatures.

VERSO - Comme pour le billet de 500 francs, la vignette proposée ne convient pas. Il y aurait lieu de la remplacer par celle de l'Impératrice Joséphine, si celle-ci peut être établie dans des conditions de prix et de temps, que nous puissions accepter. Dans le cas où la confection de la vignette de l'Im-pératrice Joséphine ne serait pas possible; nous vous prions de substituer à la vignette proposée par vous, celle que vous aviez envisagée pour le projet de billet de I.000 francs. De cette façon, la vignette du verso serait commune à nos billets de I00 et de 500 francs. Nous pensons que malgré les dimensions de la vignette du verso du billet de I.000 francs, la substitu-tion est possible, notamment en imprimant sur une seule ligne la mention " l'article I39 du Code pénal punit des travaux forcés à perpétuité le contrefacteur ", en réduisant la largeur de l'encadrement de la vignette.

Nous vous signalons que nous envisageons de por-ter de : 250.000 à 300.000, la quantité des billets de I00 Frs à fabriquer.

BANQUE DE LA MARTINIQUE

Adresse Télégraphique
MARBAN-FORT-DE-FRANCE

R. C. FORT-DE-FRANCE N° 1334

Fort-de-France le ..... 19 ....

En résumé, nous vous prions de nous faire connaître d'urgence ; par télégramme :

Io) S'il vous est possible d'établir une vignette représentant le buste de l'Impératrice Josephine, dont ci-inclus nous vous remettons une photographie? Quel délai serait demandé pour l'exécution, de cette gravure.

2o) le prix de la fourniture de :
100.000 billets de 500 francs numérotés
300.000 - 100 francs, numérotés.

3o) le délai de livraison?

Naturellement, les indications que nous vous donnons sur les projets de billets n'ont rien d'absolu et sont simplement destinées à vous guider dans leur établissement ; toutefois, nous insistons sur le fait qu'il n'est pas possible de modifier l'emplacement des signatures.

Enfin, veuillez nous faire savoir s'il ne serait pas possible d'avoir un papier un peu moins épais, sans que pour cela ses qualités de souplesse et de résistance soient diminuées

Nous vous retournons par pli spécial les divers projets.

Nous vous serions reconnaissant de nous expédier le plus tôt possible les nouveaux spécimen que vous établirez conformément à nos directives.

Veuillez agréer, Messieurs, l'assurance de nos sentiments distingués.

Le Directeur;

P.S - Vous trouverez ci-joint : 2 photographies N°I et N°2 du buste de l'Impératrice Josephine.

Nous désirerions que la vignette projetée reproduise la photo N° I - La photographie N° 2 est destinée à fournir quelques détails complémentaires sur le visage et le costume de l'Impératrice.

FOREIGN DEPT
A.B.N.CO.

En résumé, nous vous prions de nous faire connaître d'urgence ; par télégramme :

Io) S'il vous est possible d'établir une vignette représentant la bnate de l'Impératrice Joséphine, dont ci-inclus nous vous remettons une photographie? Quel délai serait demandé pour l'exécution de cette gravure.

2o) le prix de la fourniture de :
100.000 billets de 500 francs numérotés
300.000 " 100 francs numérotés.

3o) le délai de livraison?

Naturellement, les indications que nous vous donnons sur les projets de billets n'ont rien d'absolu et sont simplement destinées à vous guider dans leur établissement ; toutefois, nous insistons sur le fait qu'il n'est pas possible de modifier l'emplacement des aimantures.

Enfin, veuillez nous faire savoir s'il ne serait pas possible d'avoir un papier un peu moins épais, sans que pour cela ses qualités de souplesse et de résistance soient diminuées

Nous vous remercions par pli spécial des divers projets.

Nous vous serions reconnaissant de nous expédier le plus tôt possible les nouveaux spécimen que vous établirez conformément à nos directives.

Veuillez agréer, Messieurs, l'assurance de nos sentiments distingués.

OCT 30 1940

Le Directeur;

P.S - Vous trouverez ci-joint : 2 photographies N° 2 du bnate de l'Impératrice Joséphine.

Nous désirerions que la vignette projetée reproduise la photo N° 1 - la photographie N° 2 est destinée à fournir quelques détails complémentaires sur le visage de la statue de l'Impératrice.

BANQUE DE LA MARTINIQUE

Adresse Télégraphique

MARBAN-FORT-DE-FRANCE

R. C. FORT-DE-FRANCE N° 1334

Fort-de-France le 29 Octobre 19 40

October 29, 1940.

C. P. R. DEC 26 1940

C. I. NOV -6 1940

AMERICAN BANK NOTE COMPANY
70 BROAD STREET
NEW YORK

PAR AVION

Messieurs;

Nous vous confirmons notre lettre du 24 Octobre, dont vous trouverez ci-inclus, duplicata.

Veuillez agréer, Messieurs, l'assurance de nos sentiments distingués.

Le Directeur,

Translation:

We confirm to you our letter of October 24th, duplicate of which is enclosed herewith.

Yours very truly,

The Director

(signature)

(grl)

Not Filed

RECEIVED
AMERICAN BANK NOTE COMPANY
70 BROAD ST.
NOV -6 1940

NOV -8 1940

AMERICAN BANK NOTE COMPANY
70 BROAD STREET
NEW YORK

PAR AVION

BANQUE DE LA MARTINIQUE

Air Express International Agency, Inc.
Custom Brokerage Division
Dinner Key Airport
Miami, Florida

C. D. C.
FEB 10 1941

Reference **No. 17583 C**

Airwaybill No.

Date:

Clearance Fee $ 1.50

AE-4B

3

FOR CONSIGNEE

PAN AMERICAN INTERNATIONAL AIR EXPRESS SERVICE

PAN AMERICAN AIRWAYS SYSTEM

AIRWAYBILL

NOT NEGOTIABLE

No. 592377

I Shipper ..... Address .....

II Consigned to ..... Destination ..... (Herein called "Destination")

III Notify .....

Address .....

(Delivery of the Goods shall be made only to the consignee named in II above unless such consignee be one of the Carriers hereunder, as defined on the back hereof, or its agent or representative, and in that event to the person named in III above, subject to the terms and conditions mentioned and referred to herein.)

No. of Packages and Manner of Packing	Shipper's Description of Articles and Special Marks or Numbers (Herein called the "Goods")	Shipper's Declared Valuations * (U. S. Currency) For Customs	For Carriage	Weight Kilos (Subject to Correction)	Weight Pounds (Subject to Correction)	Volume

*Explain above any excess of Carriage Valuation over Customs Valuation.

1 TO BE CARRIED in the PAN AMERICAN INTERNATIONAL AIR EXPRESS SERVICE, as defined on the back hereof.

(a) From (A) ..... (Departure Point) To (B) ..... (Terminal Point) Via ..... and other scheduled intermediate stopping places

(b) From (C) ..... (Departure Point) To (D) ..... (Terminal Point) Via ..... and other scheduled intermediate stopping places

when and if, and in the number, quantity and condition, the Goods are received by a Carrier at each Departure Point, respectively, and upon arrival of the Goods at each Terminal Point to be there forwarded and consigned for carriage by another transportation agency not a part of the said Pan American International Air Express Service, as contemplated in 2 below, or, if the last named Terminal Point is the Destination to be there delivered as consigned above at the usual place of delivery of the Carrier to Destination, upon prior payment of all unpaid amounts hereunder, and of all duties and other governmental charges, payment of all of which shipper guarantees; and

2 TO BE FORWARDED and consigned (a) at the receiving point to be stated in 2X below by the Company, if other than point (A), provided receipt of the Goods is acknowledged therein by it, and (b) at each Terminal Point (if other than Destination), when and if, and in the number, quantity and condition, the Goods arrive at such Terminal Point, for carriage to the next succeeding Departure Point stated above or to Destination by another transportation agency not a part of the aforementioned service or by such other transportation agency and its connections, or if a contract of carriage cannot be readily obtained from such other transportation agency for continuous carriage by it, or by it and its connections, through to such next succeeding Departure Point or Destination, then to an intermediate point, and likewise at each such intermediate point to be forwarded and consigned for carriage therefrom, and so on once or oftener in succession, until there shall be obtained a contract for the carriage of the Goods by another transportation agency, or by it and its connections, through to such next succeeding Departure Point or to Destination, all subject to the charges and advances (and the prior payment thereof, which shipper guarantees), and the classifications, tariffs, rules, regulations, conditions and schedules of such other transportation agencies and their connections, and to all the terms and conditions of their contracts of carriage, bills of lading and/or receipts, whether or not actually issued.

The carriage and forwarding and consignment for carriage referred to in 1 and 2 above shall be SUBJECT TO THE TERMS, EXCEPTIONS, PROVISIONS AND CONDITIONS STATED AND REFERRED TO ON THE FACE AND BACK HEREOF, whether written, printed, pasted or stamped, including, but not limiting the generality of the foregoing, those contained in Paragraph "2" on the back hereof, with such designations, corrections, insertions and additions by any Carrier as are permitted or contemplated hereunder, all of which are made a part of this Airwaybill and all of which shall inure to the benefit of each Carrier, and subject to the classifications, tariffs, rates, charges, rules, regulations, conditions and schedules of the Carriers, and to all laws and regulations applicable to the Goods and to the transportation and/or delivery and/or forwarding and consignment for carriage thereof, and subject to the Company's acceptance of the Goods on form 2X below.

(Strike out if insurance not desired) Shipper requests insurance under policy referred to below ☐

Check (√) value to be declared to other transportation agencies: ☐ Shipper's Declared Valuation for Carriage | Maximum value not subject to excess value charge ☐

If Goods cannot be forwarded or delivered as consigned: ☐ Abandon; ☐ Return to shipper; ☐ Deliver to .....

The shipper hereby certifies that the foregoing statements of the number of packages and description and valuations of the Goods for customs and for carriage are true and correct, and agrees that the LIABILITY OF THE CARRIERS SHALL IN NO EVENT EXCEED the Shipper's Declared Valuation for Carriage stated above, upon which in part the charges of the Carriers will be fixed, liability for partial loss or damage to be computed on the basis of such declared valuation, and the shipper hereby agrees that all the terms, conditions and provisions stated or referred to in this Airwaybill shall be binding on the shipper and each owner of the Goods or of any interest therein.

Dated at ..... on ..... 19.....

Shipper .....

If shipper has requested insurance above, and paragraph 2X has been duly signed by the Carrier named in the first line thereof, this shipment is insured by The Sea Insurance Company, Ltd., in the amount of Shipper's Declared Valuation for Carriage stated above (recovery limited to actual loss), against all risks of physical loss or damage from any external cause whatsoever, except directly or indirectly from legal seizure, war risks or hostilities, under, subject to and in accordance with the terms and provisions of an open policy, a statement of which terms and provisions is available for inspection by the shipper. File all claims with Chubb & Sons, Mgrs., 90 John St., New York, N. Y.

2X Received by PAN AMERICAN AIRWAYS, INC., at ....., on ....., 19...,

..... packages, in apparent good order, except as noted hereon, said to contain property of the above description. The Company agrees, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, that the said packages will be forwarded and consigned for carriage by other transportation agencies at the points and under the provisions contemplated in 2 above, and that the said packages, when and if, and in the number, quantity and condition they are received by a Carrier at each Departure Point stated above, will be carried in the Pan American International Air Express Service from such point to the next succeeding Terminal Point stated above, and, where such Terminal Point is Destination, will be there delivered as herein provided.

Six copies signed on behalf of Pan American Airways, Inc. on the above date, and at the above place, all of like tenor, full performance under any one of which shall be a full performance of all obligations under all such copies.

PAN AMERICAN AIRWAYS, INC.

By .....

1X (a) RECEIVED at ..... on ....., 19..... in apparent good order, except as noted hereon, ... packages said to contain property of the above description, which are hereby accepted on behalf of the undersigned and other Carriers, if any, on the route mentioned below, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, for carriage from point (A) to point (B) but not elsewhere in the Pan American International Air Express Service, and for delivery thereat to Consignee, or for forwarding and consignment for carriage as contemplated in 2 above.

..... copies signed on the above date, and at the above place (which is the address of the initial Carrier signing below), all of like tenor, and each of the same validity, one being accomplished the others to stand void.

Initial Carrier .....

1X (b) RECEIVED at ..... on ....., 19..... in apparent good order, except as noted hereon, ... packages said to contain property of the above description, which are hereby accepted on behalf of the undersigned and other Carriers, if any, on the route mentioned below, upon and subject to the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill, for carriage from point (C) to point (D) but not elsewhere in the Pan American International Air Express Service, and for delivery thereat to Consignee, or for forwarding and consignment for carriage as contemplated in 2 above.

..... copies signed on the above date, and at the above place (which is the address of the initial Carrier signing below), all of like tenor, and each of the same validity, one being accomplished the others to stand void.

Initial Carrier .....

Copyright, 1934, Pan American Airways, Inc.

PREPAID	(All sums specified or referred to below in U. S. currency unless otherwise stated)	COLLECT
$	Carriers' Weight or Volume Charges	$
	Carriers' Valuation Charges	
	Carriers' C. O. D. Return Charges	
	Charges of Other Transp'n Agencies	
	Insurance Premium	
	Shipper's Deposit Account of Disbursements	
$	TOTAL	$

Total Received from Shipper if other than U. S. Currency ..... (Specify Currency)

C. O. D. — Kind of currency (if other than U. S.) to be remitted to shipper ..... Amount in U. S. currency to be collected on delivery $.....

For Account of Shipper	DISBURSEMENTS (Purpose)	For Account of Consignee
$		$
$	TOTAL	$

$ ..... Due from Shipper to ..... Due from Consignee $ .....

Equiv. in Local Currency $ .....

RECEIVED from ..... on ....., 19..... at ..... packages said to contain property as described above value declared by shipper to be ..... Dollars, for carriage to ..... and delivery thereat to ..... subject to the Classifications and Tariffs and to the terms and conditions of the undersigned's Uniform Express Receipt in effect on the date hereof, in lieu of the terms and conditions of the attached Airwaybill.

RAILWAY EXPRESS AGENCY, INCORPORATED,

By .....

TERMS AND CONDITIONS

THE PROVISIONS OF THE CONVENTION OF WARSAW OF THE 12TH OCTOBER, 1929 WHEN APPLICABLE SHALL CONTROL IN LIEU OF SUCH PROVISIONS OF THIS AIRWAYBILL AS ARE INCONSISTENT THEREWITH

1. (a) The term "Company" as used on the face and back hereof shall mean the company named in the first line of 2X on the face hereof.

(b) The term "Carrier" as used on the face and back hereof shall mean the Company and any other company, person, agency or organization which shall have agreed to carry property under the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill and over whose lines the Goods shall be routed in each particular instance, and shall include the agents, representatives, employees and servants of the Company and each such other company, person, agency and organization.

(c) The term "Pan American International Air Express Service" and "Air Express Service" as used on the face and back hereof, respectively, shall mean the transport services (whether or not such services shall be air transport services), and services auxiliary or accessorial thereto, operated by or on behalf of any of the Carriers, in which such Carriers shall have agreed to carry property under the terms, conditions and provisions stated and referred to on the face and back of this Airwaybill.

2. Notwithstanding the assumption and/or performance by any of the Carriers of any undertaking to forward and consign the Goods for carriage by any agency or agencies not a part of the Air Express Service, or that any Carrier states a rate through to any point, (even though part or parts of the route are not served by the Air Express Service), or may collect sums in respect of the charges of any such other agency or agencies, or that the Destination is not a point served by the Air Express Service, and notwithstanding any other fact, whether or not of a similar nature or character, or any possible inference, it is agreed that (i) undertakings hereunder to forward and consign the Goods for carriage by other transportation agencies not a part of the Air Express Service shall not be deemed undertakings to carry the Goods, and none of the Carriers shall be liable for any act, default, negligence, or omission of any other such transportation agency or its connections, or its or their failure to provide proper facilities or service, to make connections, or to collect and/or to remit any amount designated by the shipper to be collected on delivery, or for any loss, damage or delay which may occur to the Goods while in its or their custody, and none of the Carriers shall be under any responsibility by virtue of any such undertaking with respect to the Goods subsequent to the forwarding and consignment thereof for carriage by any such agency and prior to the re-delivery of the Goods thereafter to a Carrier, and (ii) any such transportation agency shall be deemed to be acting on behalf of the shipper and/or owner of the Goods and not as agent for, or on behalf or for the account of, any of the Carriers, and (iii) undertakings hereunder to forward and consign the Goods for carriage to Destination by other transportation agencies not a part of the Air Express Service shall not be deemed undertakings to deliver the Goods at such Destination and none of the Carriers shall be liable for any act, default, negligence or omission of any other such transportation agency or its connections with respect to such delivery or its or their failure to make proper delivery of the Goods or for any loss, damage or delay which may result from the misdelivery or nondelivery of the Goods by such transportation agency or its connections, and none of the Carriers shall be under any responsibility whatsoever with respect to the delivery of the Goods at Destination, and (iv) Carriers shall be liable only for the use of reasonable care in the selection of such other transportation agencies, and (v) no bill of lading contained herein shall be deemed to be a contract for carriage, or for any other service with respect to the Goods, prior to the delivery thereof at the Departure Point specified therein to the initial Carrier thereunder or beyond the Terminal Point specified therein, and none of the Carriers shall be responsible under such contract with respect to the Goods prior to such delivery or subsequent to the forwarding and consignment of the Goods, if required, at such Terminal Point for carriage onward therefrom by an agency not a part of the Air Express Service, and (vi) the contract under each bill of lading contained herein is separate and distinct from the contract under each other bill of lading contained herein.

The shipper authorizes any act, or any duty in connection with any act, referred to or contemplated in paragraph 2 on the face hereof, to be performed by any agent or correspondent which may be selected by any Carrier. The exercise of only reasonable care shall be required in selecting any such agent or correspondent. Each of the Carriers, and each such agent and correspondent, is authorized, in forwarding and consigning the Goods for carriage by any transportation agency or agencies not a Carrier or Carriers as defined above, to select such agency or agencies and their routes, unless such agencies or routes be specified in writing by the shipper, to make all arrangements for such carriage, including the execution and acceptance from any such transportation agency of its bill of lading, contract of carriage or receipt in such form as may be issued by it, with any special clauses or provisions, whether written, printed, pasted or stamped (including provisions limiting the liability of any such transportation agency and/or its connections); to consign the Goods for such carriage without declaration of value or with a declaration of a value not in excess of the carriage valuation declared on the face hereof (irrespective of any authorization by the shipper to declare the Goods at the maximum value not subject to an excess value charge), and in the name of the shipper or in the name of any Carrier or consignor or shipper, and/or in the name of any Carrier or its agent or representative, or the consignee named on the face hereof, as consignee; to consolidate the shipment with other shipments; and to enclose the Goods in other wrappers or containers and separately or with the property of others. In performing any of the aforementioned acts or duties, none of the Carriers or any such agent or correspondent shall be deemed to be acting as, or subject to the responsibilities of, a Carrier, but only as agent for the shipper to perform such acts and duties and shall be required to exercise only reasonable care.

3. Without limitation on any other provision hereof, in the event that the forwarding and consignment of the Goods for carriage by other agencies than the Air Express Service, or carriage in the Air Express Service, according to original routing instructions, or by customary routes or agencies, will, in the opinion of any of the Carriers, result in delay, or will be impracticable, the Goods may be re-destined by any of the Carriers for carriage by any other route or agency or in the opinion of such Carrier, there is no other practicable route or agency, it may place the Goods in storage in the manner and with the effect stated in paragraph 6 below. The Carriers shall not be obligated, however, to re-destine the Goods for carriage by any route or agency other than that stated in such routing instructions, unless such re-destination shall be specifically agreed to by the Company with the shipper, and in the event of any such change pursuant to any such agreement the shipper shall be obligated to pay all additional charges and expenses which may arise by reason thereof.

4. Neither the Company nor any of the Carriers assumes any obligation to transport or deliver the Goods by a certain time or to carry them by any specified aircraft or other conveyance, or over any particular route or routes, or to make connections at any point according to any particular schedule. Each of the Carriers is authorized to select, and to deviate from, the route of the shipment, notwithstanding the same is stated hereon, without any liability therefor, and to do all acts on behalf of the shipper, including, without limiting the generality of the foregoing, restating Points (A) and (B) and (C) and (D) on the face hereof, which may be necessary or appropriate in connection with or as a result of any such selection or deviation.

5. If in the opinion of any of the Carriers it is necessary to hold the Goods awaiting forwarding, re-forwarding, consignment for carriage, transportation or delivery, such Carrier may store the Goods for the account and at the risk and expense of the shipper and/or owner of the Goods, in any warehouse or other available place, or with customs authorities, and the shipper shall indemnify each of the Carriers against all such risks and expenses.

6. If any of the Carriers (a) shall be unable to forward or consign the Goods for carriage by any agency not a part of the Air Express Service, or (b) shall reasonably conclude that because of the existence of any state of facts, actual or reported, it is or will be unsafe or impracticable to proceed on the route, or in the event of physical necessity or any emergency, then such Carrier may place the Goods in storage at the nearest practicable place in a warehouse or other place of storage, or in the event specified in (b) above forward the Goods by any route or agency to or toward the Destination of the Goods stated on the face hereof, all at the risk and expense of the Goods, the shipper, the consignee and the owner of the Goods. Any such disposition of the Goods shall constitute a valid and final delivery thereof under this Airwaybill, terminating all contracts hereunder and all responsibilities of each of the Carriers upon dispatch of notice thereof to the shipper.

7. Any of the Carriers may deliver the Goods at any place to any transfer agent, for transfer or delivery, and in such case all responsibility of the Carriers shall cease as soon as the Goods come into the custody of any such transfer agent and until they again come into the actual physical custody of one of the Carriers. Any Carrier so delivering the Goods to a transfer agent shall be liable only for the use of reasonable care in the selection of such transfer agent. The transfer, custody or delivery of the Goods by any such transfer agent shall be subject to its rules and regulations and to the provisions of the form of contract, if any, of such transfer agent, whether or not actually issued.

8. If it is necessary to make customs entry of the Goods at any place before the Goods reach Destination, the Goods are hereby consigned at such place to the person named hereon by the shipper as customs consignee, or if none, to the Carrier to such place or point, or to such customs consignee as any of the Carriers may designate (authority so to do, as well as to designate customs clearance point or points, being hereby granted), but as the agent and representative of the shipper and/or owner of the Goods, without responsibility on the part of the Carriers, or any of them, therefor, whether or not any of the Carriers be named or act as such customs consignee. For the purpose of making customs entry of the Goods and fulfilling Government requirements in respect thereof, and for the purpose of such customs entry only, a copy of this Airwaybill, certified by any of the Carriers, as correct, shall be deemed an original.

9. If the Destination is point (B) or point (D), in the absence of other arrangements, notice will be sent to the consignee by any ordinary method available to any of the Carriers, of the arrival of the Goods thereat, but none of the Carriers shall be responsible for failure of the consignee to receive such notice. No Carrier shall be obligated to effect delivery of the Goods at the address of the consignee. If packages are stored on the premises of any of the Carriers, a daily storage fee of 1% of the total transportation charges of the Carriers may be assessed commencing five days after arrival of shipment. If the Goods remain uncalled for at Destination, upon expiration of thirty days, any of the Carriers will have the right to sell them, in one or more lots, at public or private sale, without notice, or to return them by any of the Carriers and/or any other transportation agency to point of receipt stated in 1X(a) on the face hereof, and upon arrival there to await instructions of the shipper, for which purposes the shipper hereby expressly gives the Carriers, and each of them, all necessary authority for such sales, or for re-shipment and re-exportation of such shipment. The shipper agrees to pay, in case of such return of the Goods, a return transportation charge equal to the original transportation charge, and all other charges and expenses on account of nonclaimer of shipment. If the shipper shall refuse or neglect to make such payments within fifteen days after such return of the Goods, any of the Carriers is authorized and empowered to dispose of the Goods, or any part thereof, at public or private sale, after giving shipper at the address stated hereon ten days' notice of its intention so to do, and to pay itself and the other Carriers, out of the proceeds of such sale, any and all charges, advances and expenses of the Carriers, and each of them, plus costs of sale, holding any surplus subject to orders of the shipper. A sale of any shipment shall not, however, discharge any liability hereunder to pay any deficiencies.

10. None of the Carriers shall be liable for loss, damage, deterioration, destruction, theft, pilferage, delay or default, misdelivery or nondelivery not caused by the actual negligence of any of the Carriers or of their representatives, correspondents, agents, servants or employees.

11. None of the Carriers shall, notwithstanding negligence on its or their part, or of its or their agents, representatives, correspondents, servants or employees, be liable for any amount in excess of the declared carriage value (in United States of America currency) stated on the face hereof; provided, however, that if under the law governing in any particular case, any of the Carriers shall be exempt from liability, or its liability shall be limited to a lesser sum, then none of the Carriers shall be liable for any amount, or any amount in excess of such lesser sum, respectively. The Carriers may deduct any unpaid charges, advances, damages or other sums to which they, or any of them, may be entitled. None of the Carriers shall be liable for loss of profits, or for consequential or special damages, whether or not any of them had knowledge that such loss or damages might occur.

12. The full charges of the Carriers for carriage of the Goods hereunder, whether prepaid or collect, and any further sums becoming payable to any of the Carriers, and all fees, duties, taxes, charges, advances and payments made or incurred by any of the Carriers (not required hereunder to be borne by any of the Carriers), shall be deemed fully and irrevocably earned whether or not the Goods are lost or damaged or arrive at the Terminal Point specified in the last bill of lading contained herein, or Destination, and shall be due and payable at any stage of the service hereunder.

13. If gross weight, measurement or quantity carried exceeds the weight, measurement or quantity on which charges have been computed, any of the Carriers may collect charges on such excess. Any error in transportation or other charges or in the description or classification herein of the Goods is subject to correction by any Carrier. Should a package or shipment consist of several parcels for more than one person, full charges shall be paid on the parcels for each person as if shipped and consigned as a separate package or shipment. The shipper and/or owner of the Goods shall be jointly and severally liable for all additional amounts.

14. The charges of the Carriers do not include the charges or expenses of any agency not a part of the Air Express Service.

15. Upon delivery of the Goods to any agency not a part of the Air Express Service, any of the Carriers may authorize such agency to collect, prior to delivery of the Goods, and for the account of any one or more of the Carriers, any unpaid charges or advances of, or other sums owing to, any of the Carriers.

16. Any of the Carriers is authorized (but shall not be obligated) to advance any duties, taxes or charges and to make any disbursements with respect to the Goods, and the shipper and owner of the Goods shall be jointly and severally liable for the repayment thereof.

17. None of the Carriers shall be obligated to incur any expenses or advance any money in connection with the forwarding and consignment of the Goods unless the same is previously advanced to the Company by the shipper on demand.

18. In case the shipper shall have requested it so to do on the face hereof, and the Company shall have signed paragraph 2X on the face hereof, the Company as agent for the shipper will arrange for the insurance of the Goods, in the amount of shipper's valuation for carriage stated hereon, under policy or policies referred to on the face hereof. If the shipper shall not so request, the Company shall be under no obligation to arrange for insurance on the Goods on behalf of the shipper, consignee and/or owner of the Goods, and in such event the shipper, consignee and/or owner of the Goods assume all risks except for loss or damage caused by negligence of the Carriers. Any charge made for valuation is an additional charge relating to transportation and not to insurance.

19. If the shipment covered hereby is a C. O. D. shipment, the Company, upon the collection of the amount designated by the shipper to be collected on delivery (such amount to be collected in currency of the United States of America or its equivalent at the time of collection), will remit to the shipper the balance thereof at the rate of exchange on the date of collection remaining after deducting all remittance charges and all unpaid charges of the Carriers and all other sums hereunder. Such balance shall be remitted in such currency as the shipper shall designate, but only when and if, and to the extent, permitted by law.

20. All particulars herein mentioned relating to the Goods, except only the number of packages with the marks thereon, are those declared by the shipper, and none of such particulars (including anything stated as to contents, size, weight, quality, quantity, condition, country of origin, value, and the like, or implied from the character of packages designated) shall constitute, as against the Carriers, or any of them, any part of their description of the Goods as herein receipted for.

21. Without limiting the generality of any other representations by the shipper, the shipper represents that the packages do not contain letters or other mail matter or other goods of any kind whatsoever the carriage of which may be prohibited by any law or governmental regulation.

22. The shipper, consignee and owner shall be jointly and severally liable for all loss, damage, injury or death caused by the Goods if the Goods are by their nature likely to cause loss, damage, injury or death, unless their nature has been fully disclosed by the shipper on the face of this Airwaybill, and such Goods may be abandoned or destroyed at any time without notice or compensation.

23. The Goods at all times that they are in the possession of any of the Carriers shall, to the exclusion of all rights and claims of others than those of the shipper and the Carriers, and each of them, be subject to the instructions of the shipper, which shall not be inconsistent with the rights of any of the Carriers, or with any of the provisions set forth on the face or back hereof.

24. The shipper, consignee and owner of the Goods shall be jointly and severally liable for the payment of, and indemnity of Carriers for, all unpaid charges, advances and disbursements of the Carriers, and all costs, expenses, expenditures, fines, penalties, loss of time, and damages which (a) any of the Carriers may incur or suffer by reason of the illegal, incorrect or insufficient marking, numbering, addressing or packing of packages, or the description of the Goods, or of the absence, delay or incorrectness of any export or import license, or consular, board of health or other required certificate or document or of any improper customs valuation, or incorrect statement of weight or volume, or (b) under the provisions of this Airwaybill are to be borne and paid by the shipper, consignee and/or owner of the Goods; and each of the Carriers shall have a lien on the Goods for the same, and each of them, and no such lien, and no right of any of the Carriers to collect any of the foregoing, shall be in any way affected, or lost or prejudiced, by reason of the acknowledgment of payment, if not actually paid, or by reason of the delivery of the Goods or the surrender of possession of the Goods. Nothing herein contained shall be construed as imposing any obligation or liability upon the Carriers or any of them to remedy or take any other action whatsoever in respect of the illegal, incorrect or insufficient marking, numbering, addressing, packing, valuation or description of the Goods or the incorrect statement of their weight or volume or to impose on them or any of them, any other obligation or liability whatsoever.

25. In case of loss, damage, delay, misdelivery, nondelivery, or failure to collect and/or remit any amount designated by the shipper to be collected upon delivery, notice of claim must be given to one of the Carriers in writing sufficiently describing the Goods in question, the date of the loss or damage, and the nature of the claim, within ten days after delivery of the Goods to the consignee, or in case of non-arrival or nondelivery, within one hundred and twenty days after the Company's signature of 2X on the face hereof. None of the Carriers shall be liable in any suit which may be instituted upon such claim unless such notice shall have, in fact, been so given, and shall not be liable in any event, unless suit shall have been instituted within two years after the date on which such loss or damage was caused. Any of the Carriers shall have the right immediately to inspect any article in respect of which notice of claim has been given.

26. Without limiting any of the other provisions, none of the Carriers shall be liable for any loss, damage or delay directly or indirectly due to war risks or hostilities or the act or restraint of any government or strikes, riots or civil commotions.

¡ADVERTENCIA! Se exhibe traduccion al español de este formulario en las oficinas de los Porteadores en los paises de habla española.

Uma traducção desta formula em portuguez está afixada nos escriptorios dos Transportadores em territorio de lingua portugueza.

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American Bank Note Company
Garrison Ave. & Tiffany St.
New York, N.Y.

12/24/40

OFFICE OF THE VICE PRESIDENT
BRONX PLANT

C. P. R. DEC 26 1940

C. T. B. OCT 29 1940

October 29, 1940

Mr. Charles T. Blackmore
Manager Foreign Department

---

re - Banque de la Martinque
Model Schedule 20805

In answer to your letter of October 23, 1940, in which you ask for a delivery promise on the following:-

250,000 Notes of 100 Francs, and
50,000 " " 500 "

we can deliver as follows:

50,000 - 500 Francs Notes on March 20, 1941
100,000 - 100 " " " April 3, 1941
150,000 - 100 " " " April 17, 1941

The above promise is made providing the order is received not later than December 2, 1940.

Vice President

WGH/LB

D 8165

FOREIGN DEPARTMENT

No. CTB/iw

Date Oct. 30, 1940

REQUEST FOR ESTIMATE

Name: Banque de la Martinique

Country: Martinique, N.W.I.

C.P.R. DEC 26 1940

Description: Bank Notes

Style — Face: Steel Tint: Prismatic Back: Steel and prismatic

Quantity—Denomination:
300,000 - 100 Francs notes
100,000 - 500 " "

Engraving: New stock vignette for face. Special portrait vignette for back of both denominations

Previous Order Number:

Work Size: 17.3 x 8.4 centimeters and 19 x 10 centimeters

Overall Size: 18 x 9 centimeters and 20 x 11 centimeters

Kind of Paper: 195 Standard Bank Note scattered planchette

Perforating:

Numbering: Single number on face, 3 numerals of central number to be shown in diagonal spaces in top and bottom borders. Special serial numbers in diagonal spaces in top and bottom borders

Number on Delivered: single

Gumming:

Binding:

Special Operations:

Previous Orders

Previous Quotations:

Quoted: March 18/1940 - 25.000 - 1000 Francs notes $ 4,135.- U.S.Cy. F.O.B.N.Y.

Quoted: October 11, 1940 - 250.000 - 100 Francs notes
50.000 - 500 " "
300.000 notes in 2 denominations $ 11,645.- U.S.Cy F.O.B.N.Y.

/

Cost Card No. 21590.

QUOTATION

Date Nov. 1, 1940

Quantity	Frs. 100 300.000	Frs 500 100.000
Manf. Cost	$ 6380.-	$ 5160.-
Deduct Sp. Vgt.	1250.-	1250.-
	$ 5130.-	$ 3910.-
+ Sell. Exp. 25%	1283.-	978.-
	$ 6413.-	$ 4888.-
+ 15%	$ 962.-	732.-
	$ 7375.-	$ 5620.-
1 Special Vignette.		
E.S.C.	$ 2500.-	
+ 25%	625.-	
	$ 3125.-	

Price Quoted Customer

300.000 - 100 Frs notes	$ 7500.-
100,000 - 500 " "	5750 -

Quoted:
400,000 notes - divided in two denominations, stock vignettes.
U.S.Cy. - F.O.B.N.Y. $ 13,250 -
and
Special Vignette $ 1.000.-

Commission (if any) included X %To

No commission.

Approved

RADIOGRAM

CLASS OF SERVICE DESIRED	
FOREIGN	DOMESTIC
FULL RATE	FULL RATE
URGENT	DAY LETTER
DEFERRED	NIGHT MESSAGE
RADIO-LETTER	NIGHT LETTER

WORLD WIDE WIRELESS
Via RCA — Via RCA

R.C.A. COMMUNICATIONS, INC.
A RADIO CORPORATION OF AMERICA SUBSIDIARY

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following Radiogram "Via RCA" subject to terms on back hereof, which are hereby agreed to

DEC 2 1940

November 1,1940.

MARBAN
FORT DE FRANCE(Martinique)

Your letter October twentyfourth. Will alter models as indicated. For threehundred thousand pieces onehundred francs onehundred thousand fivehundred francs using stock vignettes price is thirteen thousand twohundred fifty dollars USCurrency FOB NEWYORK. Stop. Terms payment irrevocable letter of credit through NEWYORK Bank for total contract price plus shipping and insurance expenses.Stop. Additional charge one special portrait vignette onethousand dollars USCurrency. Stop. Using stock vignettes and provided order is received not later than December second could commence deliveries in approximately sixteen weeks after receipt of order and final approval of models, completing entire order about four weeks thereafter. Would require about five weeks additional time to engrave special vignette. Stop. Delivery promises based on present manufacturing conditions and work in hand, but if you advise us regarding your requirements will be glad to make special study thereof and cooperate fully with you. Stop. We place all our facilities at your disposal to meet your needs. Writing fully

BANKNOTE

FULL-RATE MESSAGE UNLESS MARKED OTHERWISE

Address

OFFICES IN NEW YORK CITY

ALWAYS OPEN	64 BROAD STREET	—	HAnover 2-1811
8:30 A.M. to 4:30 P.M. (except Sunday)	Produce Exchange	—	BOw. Green 9-2321
8 A.M. to 8 P.M. (except Sunday)	120 Cedar Street	—	REctor 2-1677
	19 Spruce Street	—	BEekman 3-8220
	25 East 17th Street	—	ALgonquin 4-7050
	126 Franklin Street	—	WAlker 5-4891
	264 Fifth Avenue	—	LExington 2-5347
	Chrysler Bldg.	—	MUrray Hill 2-1891
	102 West 56th Street	—	CIrcle 7-6210
	103 Maiden Lane	—	BEekman 3-1924
	30 Rockefeller Plaza	—	CIrcle 7-5525
8 A.M. to midnight 10 A.M. to 6 P.M. Sun.	19 West 44th Street	—	MUrray Hill 2-4996

WASHINGTON OFFICE

8:30 A.M. to midnight 9 A.M.-12 Noon & 4-6 P.M. Sun.	1112 Connecticut Ave.	National 2600

BOSTON OFFICE

7:00 A.M. to 11:00 P.M.	109 Congress Street	Liberty 8864

SAN FRANCISCO OFFICES

Always Open	28 Geary Street	Garfield 4200
6:00 A.M. to 7:00 P.M. (except Sunday)	330 California Street	Garfield 4200

NEW ORLEANS OFFICE

7 A.M. to 11 P.M.	338 Carondelet Street	Main 1255

Radiograms of all classes may be filed at any RCA office.
Overseas and shore-to-ship radiograms via RCA will also be accepted at any office of the Western Union Telegraph Company in the United States.
Domestic radiograms to points served by RCA will be accepted at any Western Union office in those cities which are included in the RCA domestic network.

ALL MESSAGES ACCEPTED BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes, the sender of every radiogram should order it repeated; that is, telegraphed back to the originating office for comparison. The additional charge for this service is one-half the ordinary tolls.

Unless otherwise indicated on its face, this is an unrepeated radiogram and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. This Company shall not be liable in any case for mistakes or delays in the transmission or delivery, or for non-delivery of any message, beyond its own terminals. In forwarding this message to the stations or over the circuits or lines of any other communications agency this Company is hereby made the agent of the sender without liability for mistakes, neglects or delays of such other communications agency, its agents or servants.

2. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated message rate, whether caused by the negligence of its servants or otherwise, beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated message rate, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the specially valued message rate, whether caused by the negligence of its servants or otherwise, beyond the sum at which such message shall be valued, in writing, by the sender thereof when tendered for transmission and for which payment is made of the amount of the repeated message rate plus an additional charge equal to one-tenth of one per cent of the amount by which such written valuation shall exceed five thousand dollars.

3. The Company shall not be liable in any case for delays arising from unavoidable interruptions in the working of its circuits; nor for delays or errors caused by storms or the action of the elements, or other acts of God, or by civil or military authority, or by insurrections, riots, rebellions, or the unlawful acts of individuals; nor for errors in cipher or obscure messages.

4. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices. If a message is sent to such office by messenger, whether supplied by the Company or not, the messenger acts for that purpose as the agent of the sender; if by telephone or by telegraph the person receiving the message acts therein as agent of the sender, and is authorized to assent to these conditions on behalf of the sender.

5. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

6. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

7. The special terms governing the transmission of the messages classified below shall apply to such messages in addition to the foregoing terms.

8. No employee of the Company is authorized to vary the foregoing terms.

R. C. A. COMMUNICATIONS, Inc.
66 Broad Street, New York
DAVID SARNOFF, President.

CLASSES OF SERVICE

FOREIGN

Full-Rate Radiograms—An expedited service throughout. Plain and Cipher language admitted.

Deferred, Half-Rate Radiograms—Half rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. They must be written in plain language and in one language only. Any language authorized for International telegraphic correspondence may be used. Figure groups must not exceed one-third of the text. Deferred service is available to most countries of the world.

Urgent Rate Radiograms—Take precedence over all other commercial messages. The word "Urgent" should be written as the first word of the address.

CDE Rates—Radiograms in code language are accepted at 60 percent of the Ordinary or Urgent Rates, according to the class of service desired. Code words are limited to five letters. Figure groups may not exceed 50 percent of the total number of words in text and signature.

Radioletters—Radioletters are of two classes, either NLT or DLT, according to whichever class is admitted by the country of destination. NLT are delivered on the morning after the day of filing. DLT are delivered on the morning of the second day after filing. Radioletters must be written in plain language and in one language only. Any language authorized for International telegraphic correspondence may be used. Figure groups must not exceed one-third of the text.

DOMESTIC

Full-Rate Radiograms—An expedited service throughout.

Day Letters—A deferred day service at One and one-half times the standard rate for a 15-word Full Rate message for the transmission of 60 words or less and one-sixth of the initial charge for each additional 10 words or less.

Special Terms Applying to Day Letters:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Company as deferred messages and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of Full Rate Radiograms.

B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of Full Rate Radiograms under the conditions named above.

Serial Service—Individuals or firms may send any number of Serial Messages during any one day to the same person or firm and the words in each message will be accumulated to a daily total and charged at the Day Letter rate plus 20 percent. A minimum of 15 words per serial message will apply. The special terms applicable to Day Letters apply equally to the Serial Service.

Night Messages—Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day. See special conditions below.

Night Letters—Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The Full-Rate Radiogram rate for 15 words shall be charged for the transmission of 60 words or less, and one-sixth of the initial charge for each additional 10 words or less.

Special Terms Applying to Night Messages and Night Letters:

In further consideration of the reduced rates for these special Night Message and Night Letter services, the following special terms in addition to those enumerated above are hereby agreed to:

Night Messages and Night Letters may, at the option of the Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages or Night Letters at destination, postage prepaid.

No employee of the Company is authorized to vary the foregoing conditions.

C. P. R.
NOV -8 1940

November 7,1940

Mr. Arnold Reece, Manager
Engraving Division
Bronx Plant

BANQUE DE LA MARTINIQUE
Model Schedule 20805

The face and back models for the 100 francs and 500 francs notes prepared under the above mentioned model schedule, have been returned to us with the request that we make certain alterations on them, to meet the bank's requirements with regard to the spacing of the signature titles.

We send you herewith the models referred to and for your information we attach hereto copy of the translation of the bank's letter dated October 24th, in which they explain the alterations which they want us to make.

We attach also the two pencil sketches and the two photographs of the upper part of the statue of the Empress Josephine, which were sent to us by the Bank. From the pencil sketches you can see the size and spacing of the facsimile signatures which the bank types on its notes; the spacing for the facsimile signatures must be adhered to strictly when placing the signature titles on the models. As a further guide to you in this connection we send you herewith a 25 francs note of the Banque de la Martinique, which please return to us when you are through with it. 25 Frs. note returned 4/3/42 with no covering letter - held by CTB

With regard to the bank's suggestion that we use smaller sized numbers, we prefer, of course, to use our regular bank note numbers if you can model up the notes to allow of this. You may, however, want to study the possibility of using small sized numbers in the top and bottom borders, since we are asked to reduce the width of the borders.

You will note that in case they do not decide on a special vignette of Empress Josephine for the back of the notes, they would like to have us use the stock vignette, for both denominations,which we placed on the back of the model we prepared for the 1000 francs note (model schedule No.20613). They traced in the size of that vignette on the back of the pencil sketches they made, but they overlooked the fact that for technical purposes the work size of the back of a note is smaller than the work size of the face of the note. It would be well for you to offer an alternative stock vignette of a smaller size than the one they suggest, in the event of their not ordering the special vignette of the Empress Josephine.

The Bank mentions our omitting the denominational counters on the faces of the 100 and 500 francs notes;when revising the models please give attention to the fact that the security protection in the notes be not less than that embodied in the original models.

With the bank's letter before you we believe you will have no difficulty in understanding their wishes,but let us know if you require any further information. We realize that in making the alterations called for you will have to make over practically the whole of the four models,but please complete the revised models as soon as possible after carefully studying the bank's requirements.

CTB/iw

Manager Foreign Department

AMERICAN BANK NOTE COMPANY
FOREIGN DEPARTMENT

C.P.R.
NOV 12 1940

November 8, 1940.

Order Entered
By JWB L
No. M 20613
Date NOV - 8 1940

ORDER DEPARTMENT

BANQUE DE LA MARTINIQUE
Model Schedule No. 20613

Herewith we hand you face and back model of the 1000 franc note prepared on the above schedule, which was cancelled in June of this year.

Manager Foreign Department.

JWB:grl

RECEIVED
NOV - 3 1940
J. B. P.

C. P. R
DEC 31 1940

D 17933

AMERICAN BANK NOTE COMPANY

SUBJECT: MODELS

C. P. R.
NOV 12 1940

November 9th, 1940.

Mr. L. V. Brant.

We are returning herewith face and back model of the 1000 Franc Note prepared for Banque de la Martinique on model schedule No. 20613. This model was cancelled in June of this year.

H. B. LOGAN

FG

C. P. R
DEC 31 1940

December 6, 1940

extract from OD letter to C.T.BLACKMORE ..... original filed in pckt:
#1127 - Foreign Department
Memorandum

"Please advise if all of the following models are pending,
or if any may be closed out ....

9/13/40

#20805 ..... Banque de la Martinique .....Bank Notes

Cardinal Insurance Company

Central Bank of China

Costa Rica "Universidad de Costa Rica"

~~not~~ rec'd for filing — 1/3/41
could not be located 1/15/41
+ I referred it to Mr C T B

air mail - registered.

DUPLICATE SENT

C. N. R. DEC 26 1940

December 24,1940

Banque de la Martinique,
Fort-de-France,
Martinique.

Dear Sirs:-

Referring to our cable of November 1st, we now beg to send you herewith the face and back models for your 100 and 500 francs notes, which we have revised in accordance with your request as indicated in your letter of October 24th.

The signature titles, as you will see from the models of both denominations, have been placed,in accordance with your wishes, in such a way as to allow the imprinting on the notes of the three signatures at one impression from a single signature block. We trust that the spacing of the signature titles will now meet with your requirements, and that the models as submitted will meet with your approval.

With regard to the use of a special vignette of Empress Josephine, we could, if so desired, engrave such a vignette and use it for the back of both denominations. We have no such engraving in stock, as we have never had occasion to engrave it. The additional charge for the engraving would amount to $1,000. and the time required would be in the neighborhood of five weeks. For promise of delivery see our cable to Bank dated Nov 1/40.

Your suggestion that we use the vignette which we originally showed on the model for the back of the 1000 francs note for the backs of the 100 and 500 francs notes, in case you decide not to use a vignette of the Empress Josephine, is not practicable, as it is too large. On the revised models for the backs

we have selected two other stock vignettes, a different one for each back, which we believe will meet with your approval as they are particularly beautiful engravings.

With regard to your inquiry as to whether we could not use a slightly thinner paper for your notes, we would say that we only use one class and thickness of paper for the notes we make. The paper we use is the best bank note paper obtainable;it is the same class of paper which the United States Government uses for the current notes of this country. It is made for us by the firm of Messrs.Crane & Co., who also supply the bank note paper to the United States Government.

For furnishing 300,000 notes of 100 francs and 100,000 notes of 500 francs, using stock vignettes and made in accordance with the models submitted, with the exception that the words "United States of America" which appear in the pantographic tint would read "Banque de la Martinique"; notes to be delivered unsigned and cut single, we confirm our price of $13,250.00,U.S.Currency,F.O.B. New York.

Our terms of payment would be through an irrevocable letter of credit opened with some New York bank for the amount of the price of the order,plus an additional amount to cover the shipping expenses; payment to be effected against presentation of shipping documents, or, in the event that no steamer is available for shipment, upon advice to the bank that the order was completed and ready for shipment. Terms of payment

For your information we beg to mention that orders placed with us are only accepted by us subject to the agreement that the engravings from which the work is printed shall always remain in our custody, to be printed from only by us. Should you, however, desire to have the engravings destroyed

we would cancel them in our own plant and a certificate of cancellation would be furnished you.

A further agreement is that orders accepted by us are subject to strikes, accidents and other causes of delay beyond our control.

If your esteemed order is placed with us we would appreciate it if you would have these two conditions embodied in your order.

Upon advice from you that the enclosed models meet with your approval we would cable you a revised promise of delivery.

In the event you decide to have us engrave a special vignette of the Empress Josephine we suggest that you send us a better picture than the one you sent us. It would be preferable if it was not a photograph of a statue, as our engravers would do more justice to the subject if they could reproduce a good portrait of the Empress.

Awaiting the pleasure of your reply and wishing you a Happy and Prosperous New Year, we remain,

Yours very truly,

Manager Foreign Department

CTB/iw

Form 5048

ORIGINAL

$ 800.- CERTIFICATE OF INSURANCE No. F954521

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

DEC 27 1940

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

American Institute
January, 1940

K87 A61

S. R. & C. C. ENDORSEMENT (Form No. 3-A)

This insurance also covers damage, theft, pilferage, breakage or destruction of the property insured directly caused by strikers, locked-out workmen, or persons taking part in labor disturbances or riots or civil commotions and destruction of or damage to the property directly caused by persons acting maliciously; but the foregoing shall not be construed to include or cover any loss, damage, or expense caused by or resulting from (a) delay, deterioration or loss of market, or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

While the property insured is at risk under the terms and conditions of this insurance within the limits of the Continental United States, this insurance is extended to cover damage, theft, pilferage, breakage or destruction of the property insured directly caused by "Vandalism," "Sabotage and Malicious Mischief," and as so extended shall include such losses directly caused by acts committed by an agent of any government, party or faction engaged in war, hostilities or other warlike operations, provided such agent is acting secretly and not in connection with any operation of military or naval armed forces in the country where the described property is situated. Nothing in the foregoing shall be construed to include or cover any loss, damage or expense caused by or resulting from (a) delay, deterioration or loss of market; or (b) hostilities, warlike operations, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, excepting only the acts of certain agents expressly covered above.

American Institute
July, 1940
Clauses 10, 11 & 12
August, 1940

WAR RISK INSURANCE (Form No. 3-H) AMENDED

In consideration of premium as agreed to be paid, the shipment described in the Certificate or Special Policy to which the following Clauses are attached is hereby separately insured against war risks subject to the terms and conditions hereinafter set forth.

1. This insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes and peoples in prosecution of hostilities or in the application of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines and stray or derelict torpedoes; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequence of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.
2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.
3. This insurance does not cover any loss or damage caused by or resulting from any of the following causes:
   (a) Commandeering, preemption, requisition or nationalization by the government (de facto or otherwise) of the country to or from which the goods are insured.
   (b) Seizure or destruction under quarantine or customs regulations.
   (c) Capture, seizure, arrest, restraint, detainment or condemnation by the Government of the United States of America, or of any State therein.
4. This insurance shall not attach to the interest hereby insured or to any part thereof
   (a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),
   (b) after being discharged overside from an overseas Vessel at the final port of discharge,

   or

   after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge,

   whichever shall first occur.
   (c) at a port or place of transhipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the oncarrying overseas Vessel.

   In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.
5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, over-carriage, change of voyage, or by any error or unintentional omission in the description of interest, Vessel or voyage, provided the same be communicated to this Company as soon as known to the Assured and an additional premium paid if required.
6. And in case of any loss or misfortune, it shall be lawful and necessary to and for the Assured, his or their factors, servants and assigns, to sue, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandises, or any part thereof, without prejudice to this insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.
7. General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.
8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the attached Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said Certificate or Special Policy. It is agreed, however, that this war risk insurance is a separate contract and (excepting as expressly provided in this clause 8) is not subject to any terms or conditions contained in or endorsed on the Certificate or Special Policy to which it is attached.
9. **Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments which are shipped to or from or transshipped at any port or place outside of the United States, its incorporated territories and its possessions in the Western Hemisphere, are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation by or under the authority of the government of Great Britain or any of its dominions, colonies, possessions or allies, or by any forces acting in co-operation with or under the control of them or any of them; but unless the insured property is condemned this warranty shall not exclude losses otherwise covered by this policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.**
10. **Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments to and from Petsamo and all shipments to, from and via the Mediterranean are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation; but unless the insured property is condemned this Warranty shall not exclude losses otherwise covered by this Certificate or Special Policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of War, or by stranding, sinking, burning or collision, provided such losses would not be covered by a Marine Insurance policy warranted free of claims arising from Capture, Seizure or Detention.**
11. **All shipments to Burma, India, Straits Settlements, Thailand, China, Indo China and Asiatic Russia (U.S.S.R.) are subject to the following Warranty:—**

    Warranted by all Assureds under this insurance that to the best of their knowledge and belief, the goods insured are not consigned to or intended for the Chinese Government or Army and further warranted by each of such Assured that he will not be a party to any arrangement for sale or delivery to the said Government or Army. The term "Assured" as used in the foregoing Warranty shall include all persons claiming under this Certificate or Special Policy, but no information received by any Assured after the goods have been shipped and insured hereunder, and after he has acquired his title to or interest therein shall be set up against such Assured as a breach of the above Warranty.
12. **Shipments to or from ports or places in Germany, Italy or any of its possessions, France or any of its Mediterranean possessions or French Morocco, Danzig, Poland, Denmark, Norway, Holland or Belgium, and all shipments by German, Italian or French flag vessels are excluded from any coverage whatsoever under this Certificate or Special Policy, but goods transhipped to a French Flag vessel are held covered provided information thereof be communicated to this Company as soon as known to the Assured and an additional premium paid if required.**

CHUBB & SON,

By B. Bertosen

Form 4100 10-40

Printed in U.S.A.

as per Form Attached

War Risk Only:- Warranted mailed on or before January 24, 1941 or held covered subject to the terms of the War Risk Open Policy if said policy is in force at the time of mailing.

Made in U.S.A.

37965

Form 5048

ORIGINAL

$ 800.-

CERTIFICATE OF INSURANCE No. F954521

FEDERAL INSURANCE COMPANY

INCORPORATED UNDER THE LAWS OF NEW JERSEY

C. P. DEC 27 1940

CHUBB & SON, Managers

No. 1 NEWARK AVENUE
JERSEY CITY, N. J.

AND

No. 90 JOHN STREET
NEW YORK, N. Y.

New York, N. Y. December 26, 1940

This is to Certify, *That on* the 24th day of December, 1940

Company insured under Policy No. ***FO-15090,*** *for* ***AMERICAN BANK NOTE COMPANY,***

im of Eight Hundred and 00/100 - *Dollars,*

One (1) envelope 4 Models

Under Deck, Valued at Sum Insured

Registered Air Mail

d from New York, N. Y., to Fort-de-France, Martinique,

direct or otherwise,

Marks and Numbers
Banque de la Martinique.
MS20805

s understood and agreed that in case of loss the same is payable to the order of
RICAN BANK NOTE COMPANY, *on surrender of this certificate, which con-*
the right of collecting any such loss as fully as if the property were covered by a
l policy direct to the holder hereof, and free from any liability for unpaid premiums.

ertificate is subject to all the terms of the open policy, provided, however, that the rights of a bona fide holder of ertificate for value shall not be prejudiced by any terms of the open policy which are in conflict with the terms of rtificate.

Warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the nces thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free f consequences of hostilities or warlike operations (whether there be a declaration of war or not), piracy, civil war, revolution, n or insurrection, or civil strife arising therefrom.

Warranted free of loss or damage caused by or resulting from strikes, lockouts, labor disturbances, riots, civil commotions or the any person or persons taking part in any such occurrence or disorder.

In case of loss or damage please follow instructions on the reverse side of this certificate.

It is hereby agreed that any loss or claim under this Certificate shall be paid at the office of the Company in New York, or at the of the Agents of the Company, Exchange Buildings, Liverpool, or at the Agency of the Company at port or place of destination, he Company is not represented at port or place of destination, at the nearest Agency amongst those specified in the list on back hereof. Claims to be adjusted according to the usages of Lloyds, but subject to the conditions of the Policy and Contract of Insurance.

NOTICE.—To conform with the Revenue Laws of Great Britain, in order to collect a claim under this Certificate, it must be stamped ten days after its receipt in the United Kingdom.

alid unless countersigned by W. A. CONNORS or J. M. FLYNN or S. BUCKHOUT or B. BERTOSEN

ersigned B V Bertosen

Chubb & Son *Managers*

eck shipments are insured:
gainst all risks of loss or damage to the merchandise insured howsoever occurring, irrespective of percentage excepting risks excluded by the F. C. & S. (Free of Capture & and Strikes, Riots and Civil Commotions Warranties appearing elsewhere hereon.
cluding (subject to the terms of this policy) all risks covered by this policy from the moment the goods and/or merchandise leave the store, warehouse or factory at initial shipment (whether in the interior or at the seaboard) while in due course of transit, until safely delivered into store, warehouse or factory at final destination, except on s to the River Plate.
n shipments to the River Plate the risk of fire under this policy shall cease upon arrival at any shed (transit or otherwise), Store, Custom House, or Warehouse, or upon the f ten (10) days subsequent to landing, whichever may first occur.
cluding risks of craft to and from the vessel; each lighter, craft or conveyance to be considered as if separately insured. Also to cover any special or supplementary lighterage at ional premium if required. The assured is not to be prejudiced by any agreement exempting lightermen from liability.
e assured are not to be prejudiced by the presence of the negligence clause and/or latent defect clause in the bills of lading and/or charter party. The seaworthiness of the vessel craft as between the assured and assurers is hereby admitted, and the assurers agree that in the event unseaworthiness or a wrongful act or misconduct of shipowner, charterer, ents or servants, shall directly or indirectly, cause loss or damage to the cargo insured by sinking, stranding, fire, explosion, contact with seawater, or by any other cause of the f any of the risks assumed in the policy, the assurers will (subject to the terms of average and other conditions of the policy) pay to an innocent assured the resulting loss. ave to sail with or without pilots, and to tow and assist vessels or craft in all situations and to be towed.
eneral Average, Salvage, and Special Charges, as per foreign custom, payable according to foreign statement, and/or per York-Antwerp Rules 1890 or 1924 and/or in accordance contract of affreightment, if and as required.
rovided prompt notice be given the Assurers when such facts are known to the Assured and additional premium be paid if required, it is understood and agreed that in case of ipment in whole or in part by the vessel reported for insurance hereunder, or if the goods be transhipped by another vessel or vessels, or be carried beyond or discharged short nation, or in the event of deviation, or change of voyage, or any interruption or other variation of the voyage or risk beyond the control of the Assured, this insurance shall less cover the goods until arrival at the final destination named in the declaration or certificate of insurance or until the subject matter insured is no longer at the risk of the , whichever may first occur. No additional risks (whether of delay or of any other description) are insured under this clause, which is intended merely to continue the insurance against the same risks named elsewhere in this policy; and if the risks of War, Strikes, Riots or Civil Commotions, or any of these risks, are insured against, the insurance such risks shall not be extended by this clause to cover contrary to any express provision of such insurance.
here goods are shipped under a bill of lading containing the so-called "Both to Blame Collision" Clause these assurers agree, as to all losses covered by this insurance, to fy the assured for any amount (up to the amount insured) which the assured may be legally bound to pay to the shipowners under such clause. In the event that such liability ted the assured agree to notify the assurers who shall have the right at their own cost and expense, to defend the assured against such claim.

Where the words "including War Risk" are typed in the space below at the time the Certificate is issued, the War Risk Clauses on the back of the Certificate shall attach.

Including War Risk
as per Form Attached

War Risk Only:- Warranted mailed on or before January 24, 1941 or held covered subject to the terms of the War Risk Open Policy if said policy is in force at the time of mailing.

Made in U.S.A.

37965

When so provided by endorsement on this Special Policy (or Certificate) at the time the same is issued (but not otherwise) the shipment described herein shall be separately insured against war risks subject to the terms and conditions hereinafter set forth.

WAR RISK INSURANCE (Form No. 3-G)

1. This Insurance is only against the risks of capture, seizure, destruction or damage by men of war, piracy, takings at sea, arrests, restraints and detainments and other warlike operations and acts of kings, princes and peoples in prosecution of hostilities or in the nature thereof, and of sanctions under international agreements, whether before or after declaration of war and whether by a belligerent or otherwise, including factions engaged in civil war, revolution, rebellion or insurrection, or civil strife arising therefrom, and including the risks of aerial bombardment, floating or stationary mines and derelict torpedoes; but excluding claims for delay, deterioration and/or loss of market, and warranted not to abandon (on any ground other than physical damage to ship or cargo) until after condemnation of the property insured. Also warranted not to abandon in case of blockade, and free from any claims for loss or expense in consequence of blockade or of any attempt to evade blockade; but in the event of blockade, to be at liberty to proceed to an open port and there end the voyage.
2. Warranted free from any claim based upon loss of, or frustration of, the insured voyage or adventure caused by arrests, restraints or detainments.
3. This Insurance does not cover any loss resulting from any of the following causes:
   (a) Seizure under quarantine or customs regulations.
   (b) Confiscation or destruction under quarantine or customs regulations.
   (c) Capture, seizure, arrest, restraint, detainment or condemnation by the Government of the United States of America, or of any State therein.
4. This Insurance shall not attach to the interest hereby insured or to any part thereof
   (a) prior to being on board an overseas Vessel (for the purpose of this clause 4 an overseas Vessel shall be deemed to mean a Vessel carrying the interest from one port or place to another where such voyage involves a sea passage by that Vessel),
   (b) after being discharged overside from an overseas Vessel at the final port of discharge,
   or
   after expiry of fifteen days counting from midnight of the day on which the overseas Vessel is safely anchored or moored at the final port of discharge,
   (c) at a port or place of transhipment to another overseas Vessel after the expiry of fifteen days (counting from midnight of the day on which the overseas Vessel entering with the interest is safely anchored or moored) until the interest is on board the onecarrying overseas Vessel.
   In the event of the exercise of any liberty granted to the Shipowner or Charterer under the contract of affreightment whereby such contract is terminated at a port or place other than the destination named therein such port or place shall be deemed the final port of discharge for the purpose of this clause 4.
5. Subject to the terms of Clause 4 above and to any conditions or warranties which may be endorsed hereon, it is agreed that this insurance shall not be vitiated by deviation, overcarriage, change of voyage, or by any error or unintentional non-disclosure or unintentional misdescription of the Vessel, but shall be deemed to cover the interest hereby insured as if such deviation, error or misdescription had not occurred.
6. Any claim for loss or damage under this Insurance shall be paid and adjusted on the basis of the Assured's bill or their factors, servants and assigns, to ste, labor and travel for, in and about the defense, safeguard and recovery of the said goods and merchandise, or any part thereof, without prejudice to this Insurance; nor shall the acts of the Assured or Assurers, in recovering, saving and preserving the property insured, in case of disaster, be considered a waiver or an acceptance of an abandonment; and to the charges whereof, the said Assurers will contribute according to the rate and quantity of the sum hereby insured.
7. General Average and salvage charges (resulting from a peril hereby insured against) payable according to Foreign Statement or York-Antwerp Rules if in accordance with the contract of affreightment.
8. The Assured and payee hereunder, the description and valuation of the merchandise, the sum insured, the voyage and the ports of loading on and discharge from the overseas Vessel, shall be determined by reference to the insurance against marine risks as set forth in this Certificate or Special Policy and shall be deemed incorporated herein; and losses payable hereunder shall be adjusted and settled in the same manner as provided for in the said insurance against marine risks. It is agreed, however, that this war risk insurance is a separate contract which (excepting as expressly provided in this clause 8) is not subject to any of the other printed terms or conditions of this Certificate or Special Policy or to any clause or provision stamped or endorsed thereon unless the same refers specifically to war risk insurance.
9. Notwithstanding anything to the contrary contained herein, it is understood and agreed that all shipments which are shipped to or from or transshipped at any port or place outside of the United States, its incorporated territories and its possessions in the Western Hemisphere, are warranted free of claims arising from Capture, Seizure, Arrest, Restraint, Detainment, Requisition, Nationalization or Condemnation by or under the authority of the government of Great Britain, France or any of their dominions, colonies, possessions or allies; but unless the Insured property is condemned this warranty shall not exclude losses otherwise covered by this policy which occur while the property insured is on board the overseas vessel and which are caused by gunfire, torpedoes, bombs, mines or other implements of war, or by stranding, sinking, burning or collision, provided such losses would not be covered by a marine insurance policy warranted free of claims arising from Capture, Seizure or Detention.

INSTRUCTIONS TO CLAIMANTS

Any loss or damage which may happen to the property insured under this certificate shall be reported as soon as the goods are landed or the loss is known or expected, to the agent of the Insurers located at the port of discharge or disaster (see list below). If there be no such agent at or near such port, such notice shall be given to an accredited representative of the Board of Underwriters of New York. *In case of loss or damage, produce this certificate for said agent's or representative's inspection and request him to hold a survey and issue a certificate stating the cause and extent of the loss or damage.* If there be no agent of the Insurers at the port of discharge or disaster, nor a representative of the Board of Underwriters of New York, certificate of survey should be obtained from Lloyds agent at destination.

After the foregoing formalities have been complied with, the complete documents (survey report, policy, invoice, bill of lading, letter to carrier and latter's reply) should be sent to the Insurer's agents (named below) to enable them to decide as to the liability of the Insurers.

IMPORTANT NOTICE

When cargo is received from the carrier in a damaged condition, in order to save for yourselves or your underwriters, any rights which you may have against the carrier, it is necessary for you to file notice of claim in writing against the carrier before taking delivery of the goods. Claim in writing must be filed with the carrier as soon as the actual loss or damage is known. Filing claim against the carrier will not affect your rights under your insurance policy.

When sending claim papers for collection of any loss under this policy, be sure to attach thereto a copy of your letter to the carrier, also the latter's reply.

AGENCIES OF THE FEDERAL INSURANCE COMPANY, WHERE CLAIMS MAY BE PRESENTED FOR PAYMENT

U. S. A. AND CANADA

NEW YORK.....Chubb & Son, Managers, Head Office—90 John Street
ATLANTA.....Chubb & Son, Managers, Branch Office—1028 Hurt Bldg.
CHICAGO.....Chubb & Son, Mgrs., Branch Office—Insurance Exchange
JERSEY CITY.....Chubb & Son, Mgrs., Branch Office—1 Newark Ave.
MONTREAL.....Chubb & Son, Mgrs., Branch Office—Royal Bank Bldg.
ROCHESTER.....Chubb & Son, Mgrs., Branch Office—
1410 Lincoln Alliance Bank Building

BOSTON.....Boit, Dalton & Church, 89 Broad Street
LOS ANGELES.....Seyler-Day Company, 724 South Spring Street
SAN FRANCISCO.....Rathbone, King & Seeley, 114 Sansome Street
SEATTLE.....Bowden, Gazzam & Arnold, Dexter Horton Building
VANCOUVER CITY..Chas. Gardner Johnson, Ltd., 991 Hastings St. W.
VICTORIA, B. C.....Rithet Consolidated, Ltd.

UNITED KINGDOM

BELFAST (Surveys only).....James Johnston & Son, 8 Waring Street
LIVERPOOL.....Sea Insurance Co., Ltd., Exchange Buildings
LONDON (Surveys only).....E. L. Johnson's Sons & Mowat,
37, Walbrook, London, E.C. 4

EUROPE

AMSTERDAM.....E. S. Orobio de Castro & Zoon
ANTWERP.....Leon Van Peborgh (Fred Jamine—A. Verhaegen)
21 Rue Kipdorp
BARCELONA.....F. Ferrer Romaguera, Fontanella 9
BERLIN.....Willis, Faber & Hubener, Agenturen G.m.b.H.,
Budapester Strasse, 28 W. 62
BORDEAUX.....Louis Berger, 25, Rue Saint Remi
BREMEN.....F. Reck & Co., Postfach 519
BUDAPEST.....J. W. Thompson-V. Zoltan Utcza 8
COPENHAGEN.....Hecksher & Son, Successors, Amaliegade 30
DANZIG.....Bergrrans Shipping Co., Ld., 3 Langer markt, Danzig
DUNKERQUE.....A. Bourbonnaud & Co., 7, Rue Van Stabel
GENOA.....Amministrazione Mackenzie, Casella Postale 434
GDYNIA.....Bergenske Baltic Transports, Limited, 9/11, ul Portowa
GIBRALTAR.....Smith, Imossi & Co.
GOTHENBURG.....Lindahl & Collin, 32 Ostra Hamngatan
HAMBURG.....Carstens & Schues, Monckebergstrasse 27
HAVRE.....Paul Gibiain, 8, Place Jules Ferry
ISTANBUL (Surveys only).....A. Georgindes-Galata, P. Box 1088
KLAIPEDA-MEMEL.....Dr. Michael Fratkin, Prezidento Smetonos al 9
LISBON.....James Rawes & Co., Rua do Corpo Santo
MALMO.....Frick & Frick, Ltd., Gustaf Adolfs Torg. 4
MALTA.....T. C. Smith & Co., 11a Strada Cristoforo, Valetta
MARSEILLES.....Stephen Gaubert, 7, Rue Paradis
NAPLES.....Holme & Co., 126/8 Via A. Depritis
OPORTO.....Rawes & Co., Rua da Nova Alfandega
OSLO.....William Shepherd, Bogstadveien 15
PARIS.....A. Santerre, 19, Rue Vivienne
PIRAEUS.....J. A. Saunders, 77, Notara Street and
6, Dragatsaniou St., Athens
REVAL.....E. Sporleder Ltd., 24, Kalda Tanav
ROTTERDAM.....W. Ledeboer, Wijnhaven 105
SALONICA.....Citterich & Sons
STOCKHOLM.....A. B. Matthiessen & Son, Bredgrand 2
SWITZERLAND.....Dr. Carl Ott, Case Postale 1971, Neuchatel
TRIESTE.....Edgar Henry Greenham, P.O. Box 428
Via Della Borsa, 3 (Tergesteo)

Sub-Agents:
FIUME.....Fratelli Gerbaz, P.O. Box 313
ZARA.....Luigi Bauch
DUBROVNIK.....Narciso Detoni
VOLO.....Henderson & Co.
WARSAW.....Bain & Synowie SP. Zo. O, 16/18, Krak Przedm

ASIA

AMARAH—Kut, Khorramshahr, Ahwaz, Bahrein, Korveit, Muscat, Dubai, Bushire, Bunderabbas, and Lingah....Gray Mackenzie & Co., Ltd.
BAGDAD.....Stephen Lynch & Co., Ltd.
BANGKOK.....The Manager, The Borneo Co., Ltd.
BATAVIA.....Maclaine Watson & Co.
BEYROUT.....J. V. Delbourgo & Son, P.O. Box 104
BOMBAY.....Gillanders, Arbuthnot & Co.,
Patel House, Churchgate St., Fort
BUSHIRE.....Gray Mackenzie & Co., Ltd.
BUSREH.....Gray Mackenzie & Co., Ltd.
CALCUTTA.....Bird & Co., P.O. Box 46
CANTON.....G. E. Huygen, 11 Sai Hing Kai, P. O. Box 112
COCANADA.....The Coromandel Co., Ltd.
COCHIN.....Pierce, Leslie & Co., Ltd.
COLOMBO.....Aitken, Spence & Co., Ltd., P.O. Box 5
DELHI (Surveys only).Gillanders Arbuthnot & Co., Imperial Bank Chas.
FUSAN (Chosen).....Y. Tanaka & Co.
GENSAN (Chosen).....Bennett & Co., Nissen Kaiun Bld. No. 2,
Hon Machi, 4 Chome
HAIFA.....J. V. Delbourgo & Son
HARBIN.....Butterfield & Swire (Japan) Ltd.
FOOCHOW.....Dodwell & Co., Ltd.
HANKOW.....American Foreign Ins. Association
HONG KONG.....J. M. Da Rocha & Co., 6 Des Boeux Road,
Central P.O. Box 400, Bank of Canton Bldg.
JAFFA.....J. V. Delbourgo & Son
KARACHI.....Forbes Forbes, Campbell & Co., Ltd., P.O. Box 10
KERMANSHAH.....Stephen Lynch & Co., Ltd.
KOBE.....Mackinnon, Mackenzie & Co. (Japan) Ltd.,
Crescent Bld., 72, Kyo Machi P.O. Box 109, Kobe
LAHORE (Surveys only).....Gillanders, Arbuthnot & Co., The Mall
MACASSAR.....Michael Stephens & Co., Ltd.
MADRAS.....Wilson & Co., P.O. Box 2, 5/8, Jehangir Street,
George Town
MANGALORE.....Pierce, Leslie & Co., Ltd.
MANILA.....Warner, Barnes & Co., Ltd., P.O. Box 294
NAGASAKI.....Holme, Ringer & Co.
NEWCHWANG.....China Navigation Co., Ltd.
PADANG.....Van Houten, Steffan & Co.
PENANG.....G. H. Slot & Co., Ltd., 2, Weld Quay
RANGOON.....Geo. Gordon & Co. (Burma), Ltd.,
25, Merchant Street, P.O. Box 20
SABANG.....The Sabang Bay Harbour & Coal Co., Ltd.
SAIGON.....Denis Freres, P.O. Box 9
SAMARANG.....McNeill & Co.
SHANGHAI.....American Foreign Ins. Association, No. 3 Canton Road
SINGAPORE.....G. H. Slot & Co., Ltd., 3/5 Robinson Road
SOERABAYA.....Fraser Eaton & Co.
SULTANABAD.....Stephen Lynch & Co., Ltd.
TEHEREN.....Stephen Lynch & Co., Ltd.
TEL-AVIV.....J. V. Delbourgo & Son, P. O. B. 2033
TIENTSIN.....American Foreign Insurance Association
TRIPOLI (SYRIA).....J. V. Delbourgo & Son
TUTICORIN.....The Madura Co., Ltd.
YOKOHAMA.....Mackinnon, Mackenzie & Co. (Japan), Ltd.,
75, Yamashitacho, P.O. Box 20

SOUTH AMERICA, MEXICO, CENTRAL AMERICA & WEST INDIES

ACAJUTLA.....F. A. Gutierrez, Sonsonate
ANTOFAGASTA (Surveys only).....E. Barnett, Casilla 360
BAHIA BLANCA.....C. H. Richards, San Martin 88
BAHIA.....Duder & Co., Ltd., Rua das Princezas, 20
BUENOS AYRES.....F. B. O'Grady & Co.,
Soc. Resp., Ltd., Avenida R. Saenz, Pena 567
BOGOTA.....The Sea Ins. Co., Ltd., Apartado de Correo 2550
CALLAO (Surveys only).....H. M. Beausire & Co.
CARTAGENA.....H. L. Tyrer, Calle del Cancel
CARACAS.....The British Trading Company, Apartado 1031, Caracas
CEARA.....Casa Salgado, S.A., P.O. Box No. 1
CONCEPCION (Surveys only).....Gibbs & Co., Casilla 34c
COQUIMBO (Surveys only).....J. J. MacAuliffe, Casilla 6D
CORINTO.....C. L. Hinckel, Ltd.
DEMERARA.....Booker Bros., McConnell & Co., Ltd., Georgetown
ETEN (Surveys only).....J. M. Araujo
GUATEMALA.....G. W. Franklin, Lloyd's Agent
GUAYAQUIL.....Soc. Comercial Anglo Ecuatoriana Ltda., P.O. Box 410
HAVANA.....Dussaq & Toral, S.A., Lonja Bldg. 564-567
IQUITQUE (Surveys only).....Gibbs, Williamson, Ltda., 344 Calle San Martin
LA GUAIRA.....The British Trading Company, Apartado 1031, Caracas
LIMA (Surveys only).....H. M. Beausire & Co.
MOLLENDO (Surveys only).....Wm. J. Donnelly
MONTE VIDEO.....Edward M. Cooper, Calle Piedras, 357
PANAMA.....D. L. Humber, P.O. Box 11, Panama City
PERNAMBUCO.....John Alfred Thom, P.O. Box 46
PORTO ALEGRE....Wilson Sons & Co., Ltd., Praca Senador Florencio
RIO DE JANEIRO.....W. S. Cunningham & E. R. Zander
P.O. Box 548, Av. Rio Branco, 111-1° Andar Sala 105
ROSARIO.....A. P. Ferguson
SAN JOSE DE COSTA RICA.Lyon Hnos & Cia Sucs. Sociedad Anonyma
SAN PAULO.....Brazilian Warrant Agency & Finance Coy., Ltd.
P.O. Box 914, Rua Alvares Penteado, 23-2° Andar
SANTOS.....E. Johntson & Co., Ltd., Rua do Commercio 71
ST. THOMAS, W. I.....The West Indian Co., Ltd.
TALCAHUANO (Surveys only).....Edward Hyde, Avenida Blanca
Encalada 340, Cacilla 108
TOCOPILLA (Surveys only).....Charles Wesley Nicholls, Cacilla 68
VALPARAISO.....Rea Hanna, P.O. Box 1910
VERA CRUZ.....J. H. Drake, Morelos 2, Apartado 116

AFRICA

ALEXANDRIA.....Redecanachi & Co., P.O. Box 64,
5, Rue de L'Eglisse Debbane
ALGIERS.....D. Vemian, 6, Boulevard Baudin
BEIRA.....Manica Trading Co., Ltd., P.O. Box 14
BLOEMFONTEIN.....Parry, Leon & Hayhoe, Ltd.,
P. O. Box 709, Barclays Bank Bldg.,
105 St. Andrew St., Bloemfontein
CAPE TOWN.....Thomson, Watson & Co., Atlas Bld., 52 St. George's St.
CASABLANCA.....Louis Bouchet, 6, Rue Coli
DAKAR.....Cie Du Niger Francais, 5, Rue Decemet
DURBAN AND PORT NATAL.....J. T. Rennie & Sons,
394, Smith Street
EAST LONDON.....Parry, Leon & Hayhoe, Ltd.,
P.O. Box 2, Marine Chambers, 31, Cambridge Street
JOHANNESBURG.....Parry, Leon & Hayhoe, Ltd., P.O. Box 1101,
39 Rissik Street
KHARTOUM.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
KILINDINI.....Smith Mackenzie & Co., P.O. Box 120
LAMU.....Smith Mackenzie & Co., P.O. Box 120
LOURENCO MARQUES.....Parry, Leon & Hayhoe, Ltd., Box 790
MAURITIUS.....Ireland, Fraser & Co., P.O. Box 58
MOMBASA.....Smith, Mackenzie & Co., P.O. Box 120
PORT ELIZABETH.....Parry, Leon & Hayhoe, Ltd.,
P.O. Box 185, 5, Jetty Street
PORT SUDAN.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
SUAKIM.....Gellatly, Hankey & Co. (Sudan), Ltd., P.O. Box 17
TAMATAVE.....Etab, Rollo & De Chazal, B. O. Box 39
TENERIFFE.....Hamilton & Co., Apartado 102
ZANZIBAR.....Smith, Mackenzie & Co., P.O. Box 92
WEST COAST.....John Holt & Co. (Liverpool), Ltd.
NIGERIA (Lagos, Kano, Warri, Port Harcourt, Calabar). GOLD COAST (Accra, Keta, Takoradi). TOGOLAND (Lome). DAHOMEY (Cotonou). CAMEROONS (Duala, Victoria, Kribi). FERNANAO PO. (Sta. Isabel). GABOON (Libreville, Port Gentil). SPANISH GUINEA (Bata).

AUSTRALIA AND TASMANIA

SYDNEY.....Alliance Assurance Co., Ltd., 97, Pitt Street
MELBOURNE.....Alliance Assurance Co., Ltd., 416, Collins Street
ADELAIDE.....Alliance Assurance Co., Ltd., 20, Grenfell Street
BRISBANE.....Alliance Assurance Co., Ltd., 70/2, Eagle Street
PERTH.....Alliance Assurance Co., Ltd., 96, St. George's Terrace
HOBART.....Alliance Assurance Co., Ltd., 131, Macquarie Street
LAUNCESTON.....Alliance Assurance Co., Ltd., c/o C. H. Smith & Co.,
Resident Inspector, Pty., Ltd.

NEW ZEALAND

WELLINGTON.....Alliance Assurance Co., Ltd., 23/25, Grey Street
AUCKLAND.....Alliance Assurance Co., Ltd., 5, O'Connell Street
DUNEDIN.....Alliance Assurance Co., Ltd., Bond Street
CHRISTCHURCH...Alliance Assurance Co., Ltd., 135, Hereford Street
TIMARU.....Alliance Assurance Co., Ltd., Stafford Street
INVERCARGILL.....Alliance Assurance Co., Ltd., Don St.
NAPIER.....Alliance Assurance Co., Ltd.,
Hawkes Bay Farmers' Co-op. Assn., Ltd.
NEW PLYMOUTH.....Alliance Assurance Co., Ltd., Duff & Wynyard
WANGANIU.....Alliance Assurance Co., Ltd.
Freeman R. Jackson & Co., Ltd.